

MELTON NORTH SUSTAINABLE NEIGHBOURHOOD



MASTERPLAN DOCUMENT

SEPTEMBER 2021



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Melton North Sustainable Neighbourhood

Masterplan Document

Issue Date: September 2021

Doc Ref: CSA_5439_01_B

	Date:	Prepared by:	Authorised by:	File reference:
First Issue	16/08/2021	SG/SP	RR	CSA_5439_01_DRAFT
Second Issue	13/09/2021	RR	RR	CSA_5439_01_A
Third Issue	21/09/2021	RR	RR	CSA_5439_01_B



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PART 1 MASTERPLAN



1. INTRODUCTION

1.1 INTRODUCTION

This Masterplan and Design Code document has been prepared by CSA Environmental Ltd on behalf of Barwood Development Securities Ltd, Bloor Homes, Taylor Wimpey UK Ltd, William Davis Ltd and Leicestershire County Council (LCC) in conjunction with Melton Borough Council. For the purposes of this document, Barwood Land, Bloor Homes, Taylor Wimpey UK Ltd, William Davis Ltd and Leicestershire County Council are referred to as the “developers”. The development referred to within this document is the Melton North Sustainable Neighbourhood (MNSN) that lies between Nottingham Road to the west and Melton Spinney Road to the east. For the purposes of this document, the MNSN will be referred to as “the Site”.

LCC's role as a developer reflects that they own the westernmost part of the MNSN. However, it is important to note that as the County Council they are also a statutory consultee and also responsible for the delivery of the North and East Melton Mowbray Distributor Road (NEMMDR) scheme, as explained below.

This document has been prepared to guide the future development of the Site. The development is identified as a key element of the strategy for the delivery of homes and employment land in the Melton Local Plan (adopted October 2018) as a strategic location for growth.

The Local Plan provides a long term Vision for Melton Borough, that sets out that by 2036 the quality of life for people in the Borough will have been significantly improved, and that it will have become a better place in which to live and work, and that key objectives relating to the housing provision, the local economy and preserving Melton's enviable natural environment will have been met.

Melton Mowbray is identified as playing a key role in delivering this Vision, as the foremost centre in the Borough providing good quality jobs and homes. To achieve this Vision, the Local Plan sets out how Melton

Mowbray will accommodate significant growth supported by the requisite infrastructure.

The Local Plan identifies the location of two sustainable neighbourhoods to the town, extending it in both a northerly and southerly direction. Whilst separate as a result of their location, they contribute together towards the growth of the town. This is through the provision of shared infrastructure, such as in the education sector where Melton Mowbray is regarded as a single catchment area for secondary school education and, critically, the provision of the NEMMDR scheme. This is the identified solution to long standing congestion and connectivity issues and which will be the catalyst for longer term, sustainable, growth. Approval for the NEMMDR was granted in May 2019. Leicestershire County Council have subsequently progressed detailed design for the new road, and construction is due to commence in 2022, with an anticipated build programme of approximately 2 years.

Purpose of the Document

Local Plan Policy SS5 (Melton Mowbray North Sustainable Neighbourhood) sets out the key elements of the Sustainable Neighbourhood, and this document has been written to guide the delivery in relation to planning applications that come forward within the Site.

The Masterplan document will be a material consideration to be taken into account in all relevant planning applications, to which the Council will assign significant weight, building upon, and additional to, the relevant Local Plan Policy (SS5 which forms part of the statutory Development Plan). Melton Borough Council (MBC) expects all planning applications within the Site boundary to pay due regard and strong adherence to the framework set out within this document.

This Masterplan document provides:

- An understanding of the existing characteristics and context of the Site.
- A vision and a set of development objectives to underpin future development.
- The principles of design, layout and infrastructure provision that the development is expected to deliver.
- A Concept Masterplan that provides a visual representation of the aspirations of the development.
- A delivery and phasing strategy.

For ease of reference, the document is split into three parts, as follows:

- **Part 1: The Masterplan:** Starts by providing an overview of the existing characteristics of the Site and the surrounding environment and then illustrates how this will result in a development that is distinct from, but integrated with, the local area.
- **Part 2: MNSN East of Scalford Road:** This part sets out how the masterplan for the East Site will make provision for infrastructure, and also introduces the high-level development principles and objectives for the East Site.
- **Part 3: MNSN West of Scalford Road:** This part sets out how the masterplan for the West Site will make provision for infrastructure, and also introduces the high-level development principles and objectives for the West Site.

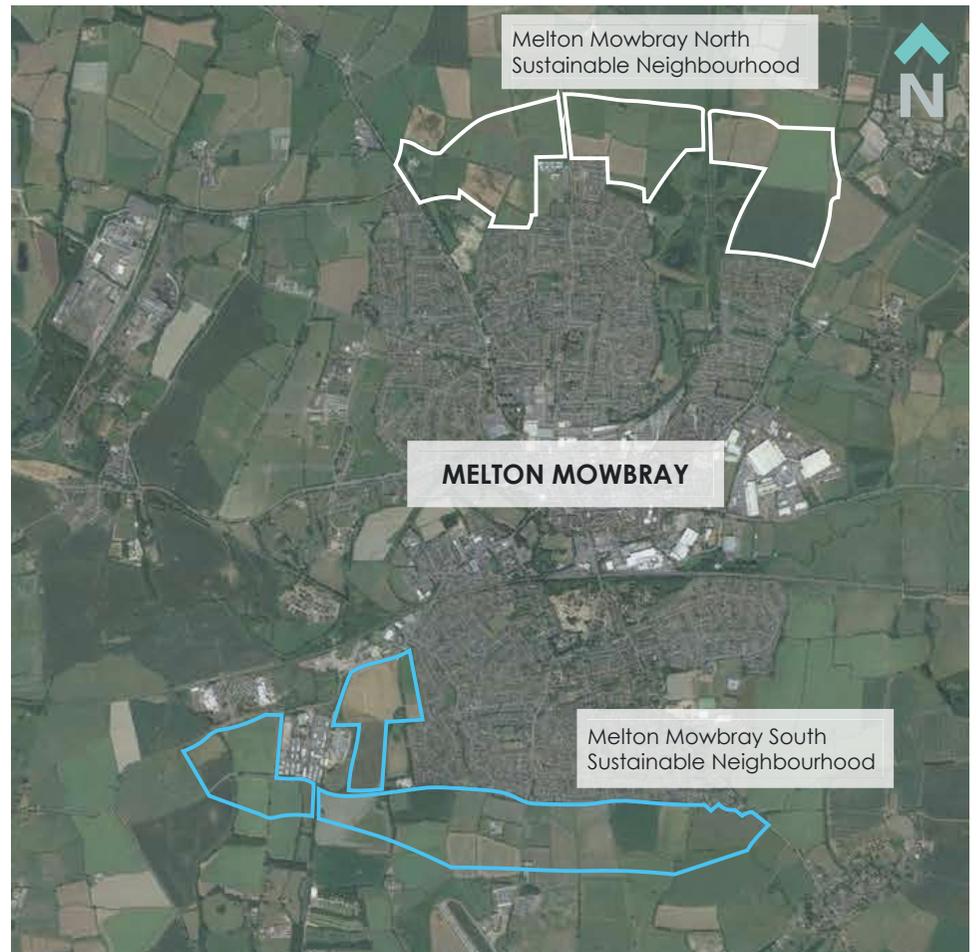


Figure 1.1: Location of the Melton Mowbray Sustainable Neighbourhoods.

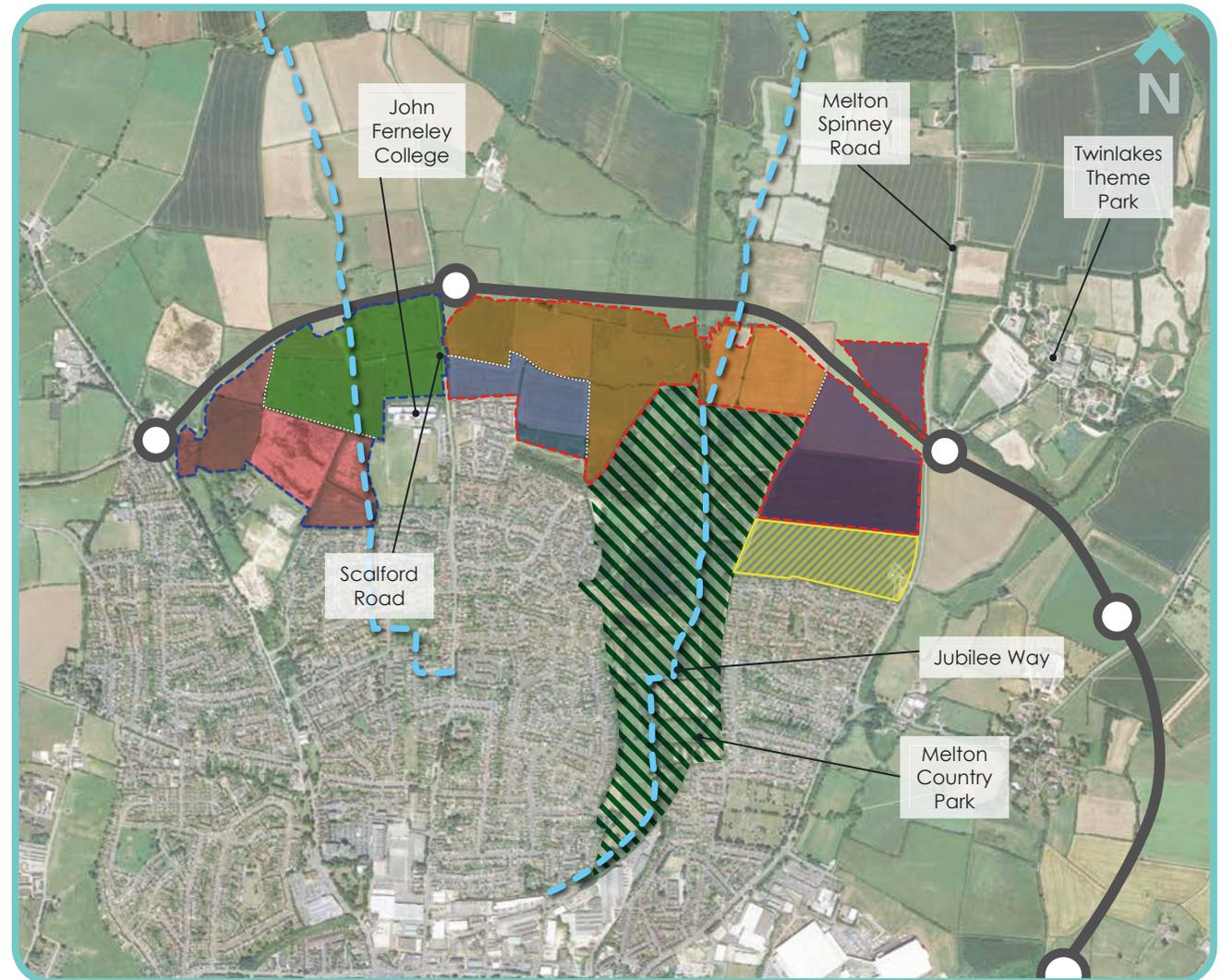


Figure 1.2: Site Location Plan

1.2 NORTH SUSTAINABLE NEIGHBOURHOOD BOUNDARY

Sustainable Neighbourhood Background

The two most significant proposals in the adopted Melton Local Plan are for the development of the sustainable neighbourhoods on the northern and southern fringes of Melton Mowbray (identified on Figure 1.1) and are known as the Melton North Sustainable Neighbourhood (MNSN) and the Melton South Sustainable Neighbourhood (MSSN). The policies envisage that together they will accommodate over 3,700 new homes, 20 hectares of new employment land, and all the physical, community and green infrastructure needed to create great places to live.

The MNSN comprises a swathe of land that bounds the northern extents of Melton Mowbray, stretching from Nottingham Road along its western extent to Melton Spinney Road along its eastern extent. The area of the MNSN was determined within the development and adoption process of the Local Plan. The boundary of the MNSN is identified in Figure 1.2: Location of the Sustainable Neighbourhoods.

The MNSN is divided into two main areas: MNSN West forms the western part of the allocation, and lies between Nottingham Road and Scalford Road. MNSN East forms the eastern part of the allocation, and lies between Scalford Road to the west and Melton Spinney Road to east.

Bloor Homes control the eastern part of MNSN West, while LCC control the land within the western part of MNSN West. It should be noted that Bloor Homes acquired their site from Richborough Estates. Therefore, references to Richborough Estates are made in this document when setting out the history of the MNSN proposals.

Three developers control the land within MNSN East: William Davis control the land in the south west; Barwood Land control the north western and central part; and Taylor Wimpey UK Ltd control the eastern part.

John Ferneley College, which is the closest secondary school serving the MNSN, is centrally located to the south of the MNSN, on the western side of Scalford Road.

The MNSN is a critical element in the delivery of strategic development in the Melton Local Plan period to 2036 and a Local Plan policy for the Sustainable Neighbourhood has been drawn up to enable its delivery.

Local Plan Policy SS5 - Melton North Sustainable Neighbourhood

Policy SS5 sets out the criteria for delivering 1,700 dwellings and supporting infrastructure, with the key criteria including:

- New homes to comprise a range of tenures, types and sizes, including affordable tenures.
- Provision of retail/office and/or community facilities and services, including a healthcare facility if demand exists.
- Provision of new sports pitches.
- The delivery of the NEMMDR (to be delivered by Leicestershire County Council).
- New and enhanced bus services connecting the development with the town centre and existing employment opportunities, including new bus stops which are located to be within 400 metres walk of the proposed new homes.
- Provision of new pedestrian and cycle routes as part of the development, including connections to Melton Country Park.
- Provision of open space alongside Melton Country Park, Scalford Brook, Welby Brook and the disused railway line.
- Provision of green corridors to create a coherent and linked network of open spaces.
- Provision of new SuDS features.

Policy SS5 also requires the provision of a new primary school. MNSN West will deliver the required primary school. However, during discussions with MBC and LCC, the potential need for a further primary school to be delivered as part of MNSN East, was raised. A location for this primary school has therefore been identified, subject to needs based evidence by LCC at the planning application stage.

The policy sets out that the MNSN is to be delivered through a comprehensive and coordinated masterplan, phasing and delivery plan and is to be prepared in advance of planning applications. This document fulfils that function. It should be noted that the red line site boundaries shown on the Concept Masterplans and all supporting plans within this document are marked as 'indicative' as the finalised site boundaries are subject to the Compulsory Purchase Order (CPO) process for obtaining the land required for the NEMMDR.

1.3 MNSN CONCEPT MASTERPLAN

	Indicative Site boundary	ACCESS & MOVEMENT	
LAND USE			Proposed vehicular access points
	Proposed Residential Development		Proposed temporary access
	Primary Schools*		North East Melton Mowbray Distributor Road (NEMMDR)
	Proposed Community Hall/ Changing Rooms Pavilion		Proposed spine street/bus route
	Potential community, retail and/or health use		Proposed cycleway/footway along Spine Street and secondary routes
	Proposed Local Centre		Proposed secondary routes
	Proposed John Ferneley College expansion Land		Proposed recreational routes
GREEN & BLUE INFRASTRUCTURE			Proposed pedestrian connections
	Attenuation basins (SuDS)		Proposed recreational routes (cycle)
	Existing ditches		Proposed cycle connection
	Existing on-site vegetation to be retained where appropriate		Existing public footpath
	Proposed amenity and natural and semi-natural greenspace		Existing National Cycle Network Route 64 and Link Routes
	Proposed Allotments		Existing recreational routes through Melton Park
	Proposed Community Orchard	CONTEXT	
	Proposed Sports Pitches		Existing vegetation
	Proposed children's/young persons play provision		Existing facilities
			Dismantled railways
			Proposed foul pump stations and associated cordon sanitaire
			Existing water main (6m easement required)

* Primary school site at MNSM East Site subject to LCC justification at planning application stage



Figure 1.3: MNSN Concept Masterplan

MNSN West of Scalford Road (MNSN West)

Whilst the aim was initially for the various promoters and developers at MNSN to work together to produce a comprehensive application and masterplan, this agreement became unworkable. This resulted in Richborough Estates and LCC both producing independent Masterplans and proposals for the land at MNSN West of Scalford Road.

In March 2018, LCC submitted the Sysonby Farm site outline planning application (18/00359/OUT) for up to 290 dwellings with a local centre and school site. Outline planning permission was granted for this development in December 2020.

In June 2018, Richborough Estates submitted an outline planning application (18/00769/OUT) on the land to the north of John Ferneley College for up to 400 dwellings, and 1.22 hectares of land to facilitate the expansion of John Ferneley College, on the southern and western part of MNSN West. Outline planning permission was granted for this development in July 2020. Bloor Homes have submitted a reserved matters application in relation to this development in January 2021, and this is currently pending consideration.

The West Concept Masterplan (Figure 1.3) shows the key elements of the proposals at MNSN West of Scalford Road.

1.4 WEST CONCEPT MASTERPLAN

	Indicative Site boundary	ACCESS & MOVEMENT	
LAND USE			Proposed vehicular access points
	Proposed Residential Development		Proposed temporary access
	Primary School		North East Melton Mowbray Distributor Road (NEMMDR)
	Potential locations for Local Centre		Proposed spine street/bus route
	John Ferneley College expansion Land		Proposed cycleway/footway along Spine Street and secondary routes
GREEN & BLUE INFRASTRUCTURE			Proposed secondary routes
	Attenuation basins (SuDS)		Proposed recreational routes
	Existing ditches		Proposed pedestrian connections
	Existing on-site vegetation to be retained where appropriate		Proposed recreational routes (cycle)
	Proposed amenity and natural and semi-natural greenspace		Proposed cycle connection
	Proposed Allotments		Existing public footpath
	Proposed children's/young persons play provision	CONTEXT	
			Existing vegetation
			Existing facilities
			Proposed foul pump stations and associated cordon sanitaire



Figure 1.3: MNSN West of Scaford Road Concept Masterplan

MNSN East of Scalford Road (MNSN East)

On MNSN East, the three developers have been working together since July 2019 to prepare a combined Concept Masterplan for the East Site in order to establish a shared vision and delivery strategy. The preparation of this East Masterplan has also been in close partnership with Officers at MBC. All work undertaken by the developers and provided to MBC has been taken into consideration in the development of the East Concept Masterplan and this document.

The East Concept Masterplan (Figure 1.4) shows the most recent masterplan drawing that has been brought forward by the developers. It is important to note that the East Concept Masterplan shows the broad principles of development and that the proposals for the Site will inevitably be refined in conjunction with the preparation of the subsequent planning applications.

1.5 EAST CONCEPT MASTERPLAN

	Indicative Site boundary	ACCESS & MOVEMENT	
LAND USE			Proposed vehicular access points
	Proposed Residential Development		Proposed temporary access
	Primary school site (subject to LCC justification at planning application stage)		North East Melton Mowbray Distributor Road (NEMMDR)
	Proposed Community Hall/ Changing Rooms Pavilion		Proposed spine street/bus route
	Potential community, retail and/or health use		Proposed cycleway/footway along Spine Street and secondary routes
	Potential locations for Local Centre		Proposed secondary routes
	John Ferneley College expansion Land		Proposed recreational routes
GREEN & BLUE INFRASTRUCTURE			Proposed pedestrian connections
	Attenuation basins (SuDS)		Proposed recreational routes (cycle)
	Existing ditches		Proposed cycle connection
	Existing on-site vegetation to be retained where appropriate		Existing public footpath
	Proposed amenity and natural and semi-natural greenspace		Existing National Cycle Network Route 64 and Link Routes
	Proposed Allotments		Existing recreational routes through Melton Park
	Proposed Community Orchard	CONTEXT	
	Proposed Sports Pitches		Existing vegetation
	Proposed children's/young persons play provision		Existing facilities
			Dismantled railways
			Proposed foul pump stations and associated cordon sanitaire
			Existing water main (6m easement required)



Figure 1.4: MNSN East of Scalford Road Concept Masterplan

Project Brief

To prepare a comprehensive, consistent and coordinated Masterplan document for the MNSN Site that delivers Policy SS5 and promotes a high-quality design. The document is required to detail the structure and development concepts, including:

- The quantity, distribution and location of proposed land uses alongside a timetable for their delivery.
- Proposed key transport links, within and outside of the development, including those between the main housing and primary school provision, town centre and nearby employment uses, services & facilities.
- Existing landscape features to be protected and integrated within a network of connected green infrastructure.
- Areas of green infrastructure, including new landscaping.
- Design which performs well against Building for a Healthy Life (BHL) and seeks to develop the principles of 'Active Design', in accordance with Policy D1.

Project Process so far

Following involvement in MBC's masterplanning exercise from the outset, CSA Environmental were jointly appointed by the developers of MNSN East of Scalford Road in July 2020 to prepare an overarching and coordinated Masterplan and Design Code document for the East Site. This enabled CSA Environmental to continue facilitating the collaborative working between the developers and MBC.

In March 2021, MBC instructed CSA Environmental to expand the scope of the Masterplan document, to now include the land at MNSN West. The Design Code element of the former brief will now form a separate document, and will relate solely to MNSN East.

Local Plan policy SS5 sets out that a master plan, phasing and delivery plan should be prepared in advance of planning applications for the MNSN Site. However, as set out earlier, the land at MNSN already benefits from outline planning permission, although no overall Masterplan had been agreed with MBC at that stage. Nevertheless, this Masterplan document considers the MNSN, both East and West, to show a comprehensive development framework.

The intention is for the Masterplan document to be ratified by Cabinet.

The purpose of the document is to represent at a high level, the context required for a sustainable development of the MNSN, to guide future planning applications and to ensure that the development is deliverable.

It is intended that the Masterplan, when approved, will not be definitive in terms of exact location and scale of development, but a tool in defining spatial principles for the layout of the development given the time for build out of the development as a whole.

Consultation

MBC have been working in partnership with the developers to deliver the MNSN. The Masterplan document has been positively prepared in consultation with these key stakeholders.

Initial individual developer briefing consultation meetings were held in late 2018/early 2019, with the developers of MNSN East. This was followed by further consultation on 13th February 2019 with representatives of all main landowners, developers and key stakeholders across both the MNSN and MSSN. The purpose of this event was to:

- Explain how MBC are building upon and complementing any well-advanced masterplanning work that had already been undertaken and already submitted or approved.
- Discuss MBC's proposals and supporting information to ensure they were working from a consistent evidence base with the correct and most up to date baseline information.
- Discuss and understand any other issues, concerns and background required to inform the development of the Masterplans.

A second consultation event was held on 30th July 2019 with representatives of all landowners and developers and key statutory consultees (this included representatives from LCC Highways and Education). The draft East of Scalford Road Masterplan proposals were presented to the stakeholders for comment.

On-going engagement was held with LCC Highways during Spring and Summer 2019, and Officers of MBC were in regular consultation with the Education Authority in respect of the strategy for the two Sustainable Neighbourhoods, which was emerging in response to planning applications in the town. LCC Highways representatives were also invited to all stakeholder meetings, as were the Education Authority.

Since September 2019, the MNSN East developer team and Officers from MBC have worked closely together to evolve the masterplanning proposals for the East Site. The purpose of this collaborative working has been to settle upon an agreed solution for the overall spatial masterplanning proposals for the East Site. The agreed spatial masterplanning proposals are illustrated by the East Concept Masterplan (Figure 1.4).

The East Concept Masterplan is based upon a detailed technical evidence base, including work on flood risk, access, landscape, ecology and arboriculture, which was undertaken by the developers and subsequently shared with MBC in the Summer of 2019, to deliver a robust and realistic masterplanning solution.

CSA Environmental have been in discussions with MBC since March 2021 in order to expand the original scope of the project, to include the land at MNSN West within the Masterplan document. MBC are currently consulting with the various promoters and developers at MNSN West of Scalford Road, with feedback being incorporated into this Masterplan document.

1.6 PLANNING POLICY

This MNSN Masterplan document has been prepared with consideration to policy.

National Policy: National Planning Policy Framework (2021)

The National Planning Policy Framework (NPPF) sets out government's planning policies for England and how these are expected to be applied.

The NPPF introduced the presumption in favour of sustainable development so that sustainable development is pursued in a positive way. It states *"At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."*

This is to be met through three overarching objectives, which are interdependent. These are; economic objective – building a strong economy and supporting growth; social objective - supporting strong, vibrant and healthy communities and creating a high quality built environment; and environmental objective - protecting and enhancing our natural, built and historic environment.

- The Site is to be planned and built to promote sustainable living and deliver on all three objectives set out in the NPPF. The masterplan will provide environmental, economic and social sustainability through a range of land uses and through well planned and considered design.
- The Site will provide community facilities, affordable housing, and a range of dwelling tenures that meet the existing and future needs of Melton Mowbray. It will also provide a strong framework of green infrastructure that supports both the community uses, as well as providing ecological benefits.
- The NPPF requires councils to deliver a sufficient supply of homes *"to support the government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed"*.
- The Site provides a significant contribution towards the future housing provision in Melton Mowbray. It is an integral part of the delivery of future housing needs for Melton Mowbray up to 2036.
- The NPPF also promotes healthy and safe communities, Sustainable transport, making efficient use of land, achieving well-designed places, meeting the challenge of climate change, conserving and enhancing the natural environment and conserving and enhancing the historic environment.
- This Masterplan document promotes and supports these values through masterplan 'Vision' and the ten characteristics of well-designed places, detailed in Chapter 3: Vision of this report and to be implemented at the Site through detailed design.

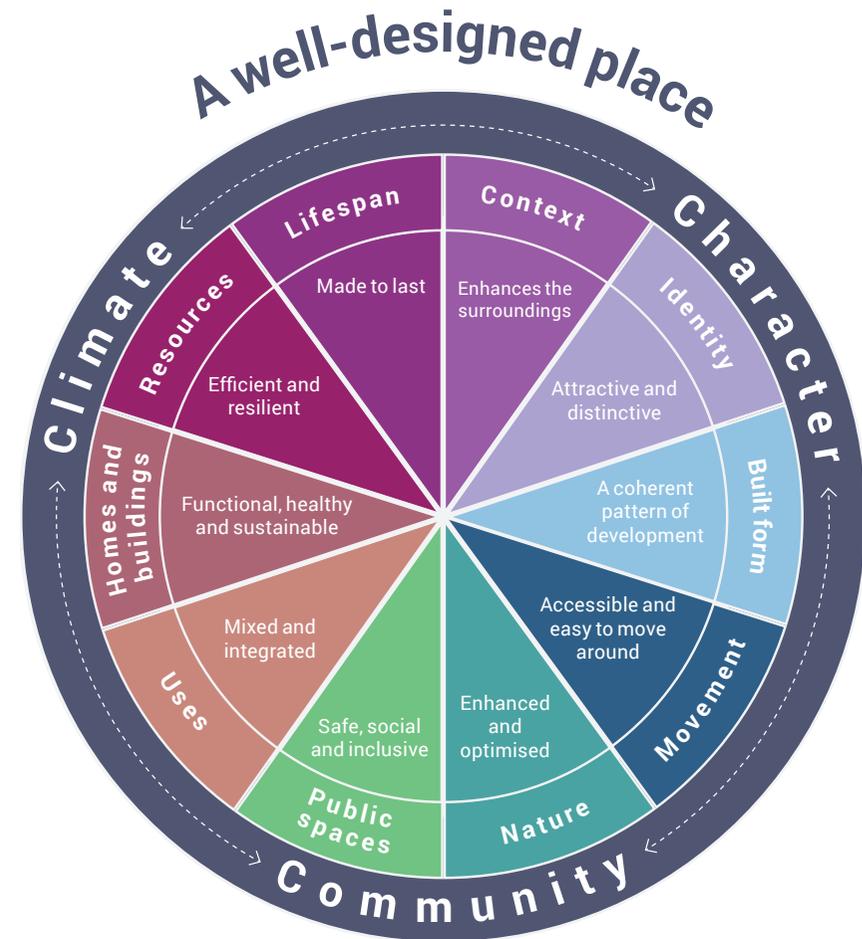
National Policy: National Design Guide (2019)

The National Design Guide supports the aspirations of the NPPF of achieving high quality buildings and places. It is a design guide that illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

The national design guide sets out ten characteristics of well-designed places that work together to create its physical character. These are:

- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last

These ten characteristics have been brought into the ‘Vision’ for the Site and have been built upon at a local level. These followed in the development of the Masterplan document, and moving forward, are to be followed by all parties involved in the design of the Site.



Source: National Design Guide

County Council Policy: Leicestershire Highways Design Guide

The Leicestershire Highways Design Guide deals with highways and transportation infrastructure for new developments in areas for which LCC is the highway authority. It is an interim guide, however, emerging documents were not available during the preparation of this document.

- This document has been prepared with due regard to the Highways Design Guide. Consultation and on-going dialogue with LCC Highways team have enabled this document to be prepared in accordance with the Highways Design Guide and to the satisfaction of the Highways team.
- This document sets out design parameters for the transport network, road hierarchy and materiality for adopted areas to guide developers and enable the delivery of a fully coordinated Masterplan.

County Council Policy: Leicestershire Planning Obligations Policy (July 2019)

The County Council has an important role in its contribution to sustainable development, not only as a planning authority, but also as a provider of physical and social infrastructure that contributes to economic and social wellbeing.

The main types of infrastructure required for the County Council to deliver at the Site include; Schools, Roads and Transportation, Social care, Libraries and Waste management facilities.

A planning obligation is a legally enforceable commitment entered into to mitigate the impacts of development.

- Developers will be required to enter into planning obligations with the County Council. Each developer obligation will be negotiated separately and will be a suitable and fair contribution to the long-term sustainability of Melton Mowbray and the Site.

Borough Council Policy: The Melton Local Plan 2011-2036

The Local Plan was adopted by MBC on 10th October 2018. It sets out the Council's policies for the use and development of land across the whole of the Borough.

The Local Plan is the main part of the development plan for the Borough and will be given full weight by the Council in making decisions on planning applications.

The planning policies of importance to this Masterplan document are as set out below.

- **Policy SS1 - Presumption in favour of Sustainable Development**

"The Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area."

The MNSN area was identified as a sustainable location for expansion of the town to deliver the development required within the plan period.

- **Policy SS2 - Development Strategy**

"Provision will be made for the development of at least 6,125 homes and some 51 hectares of employment land between 2011 and 2036 in Melton Borough."

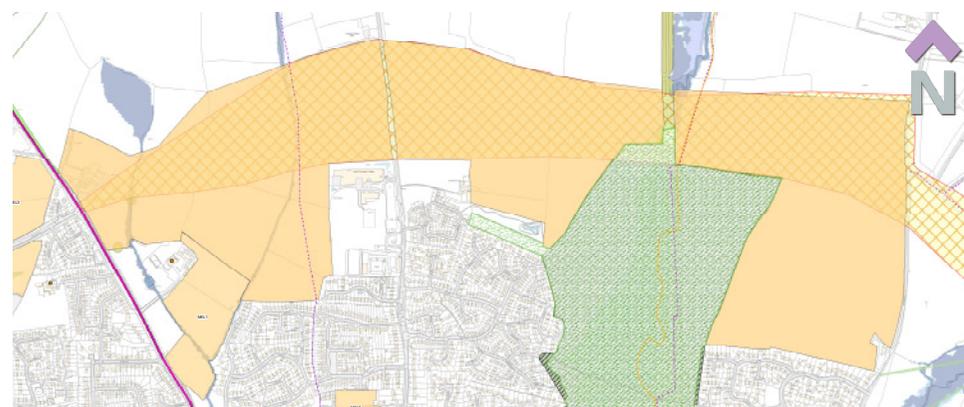
The delivery of a Masterplan document for the MNSN will support the delivery of a large portion of homes and employment generating uses.

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• Policy SS5 - Melton North Sustainable Neighbourhood

Due to the importance of this policy in relation to the development of the MNSN and this document, Policy SS5 is set out below in full (also refer to www.meltonplan.co.uk/ss5). This Masterplan document is the response to Policy SS5 - Preparing an agreed masterplan in advance of planning submissions for the Site. It sets out the detail of how the requirement of Policy SS5 should be met to deliver a high quality neighbourhood underpinned by principles of sustainability.

“Melton Borough Council will work in partnership with developers and delivery partners to deliver the Melton North Sustainable Neighbourhood (MNSN) identified as a strategic development location on the Policies Map. The Sustainable Neighbourhood will provide:



Key		
COI	Listed Building	A Road
Railway Track	Area of Separation	B Road
Leicestershire Round Footpath	Local Green Space	Flood Zone 3b
Public Right of Way	Registered Parks & Gardens	Flood Zone 3
Housing Allocation	Scheduled Monument	Flood Zone 2
Reserve Site	National Nature Reserve	Sustainable Neighbourhood
Corridor of Investigation	Site of Special Scientific Interest	Country Park
Key Employment Sites	Ancient Woodland	Employment
Conservation Area	Local Geological Site	New Local Centre & Primary School
Town Centre Boundary	Local Wildlife Site	Residential
Primary Shopping Frontage	Candidate/Potential Local Wildlife Site	
Secondary Shopping Frontage		

Figure 1.5: Extract from Melton Borough Council Interactive Policies Map.

HOUSING

- ♦ *h1: 1,700 houses (of which 1,500 will be delivered before 2036), 15% of which should be affordable, subject to viability*
- ♦ *h2: Homes of a range of tenures, types and sizes in accordance with Policy C2;*
- ♦ *Extra care housing to meets the needs of our ageing population in accordance with Policies C2, C3 and C8; and*

EMPLOYMENT

- ♦ *em1: Small scale employment uses as part of a new local centre. Employment uses will mainly be for B1(a) offices. Other employment uses will be acceptable where they could be satisfactorily accessed and activities undertaken without adversely affecting the amenities of the residents of nearby houses.*

COMMUNITY FACILITIES

- ♦ *c1: A new primary school (2.5 hectares) as part of a local centre and financial contributions or additional land provision towards secondary education to meet the identified need for school places;*
- ♦ *c2: An accessible local centre that will incorporate a mix of uses including 'small-scale' retail uses (up to 200 square metres), office based employment uses and a range of community facilities & services, including healthcare facilities as necessary.*

TRANSPORT

- ◆ *t1: A comprehensive package of transport improvements informed by an appropriate transport assessment including:*
 - A. *A strategic road link connecting A606 Nottingham Road to Melton Spinney Road forming part of the Melton Mowbray Distributor Road as part of a wider agreed scheme;*
 - B. *Securing a route that allows north/south connectivity as part of the Melton Mowbray Distributor Road;*
 - C. *Measures to mitigate the impact of development on the existing transport network where adverse impacts are identified;*
 - D. *New and enhanced bus services connecting the development with the town centre and local employment opportunities; and*
 - E. *Provision of new walking and cycle links as part of the proposed development.*
 - F. *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 and other town attractors such as employment, education and retail.*
 - ◆ *t2: Measures that seek to achieve a modal shift away from private car use including:*
 - G. *A frequent bus service from the site into Melton Mowbray Town Centre and local employment opportunities with accessible bus stops which are less than 400 metres walk from all new residents;*
 - H. *Well-connected street patterns and walkable neighbourhoods providing high quality, safe and direct walking, cycling and public transport routes including links using the green infrastructure network;*
 - I. *The retention of existing and provision of new walking, cycling and road connections within Melton Mowbray; to town centre facilities; and to existing and new employment and education services; and*
 - J. *Provision of a Travel Plan for new residents which includes measures to encourage the use of public transport, as part of a wider travel plan.en7: Buildings and spaces which are adaptable to future climatic conditions including extremes of temperature, drought and flooding;*
 - ◆ *en8: Development that provides appropriate SuDS and flood alleviation measures in accordance with the Melton North assessment in the Strategic Flood Risk Assessment. Areas of the MNSN that are at higher risk of flooding shall not be used for built development; and*
 - ◆ *en9: Protection and enhancement of water quality.*
-

ENVIRONMENT

- ◆ en1: Protection to the separate identities of Scalford and Thorpe Arnold in accordance with Policy EN4 and respond to settlement fringe sensitivity in accordance with Policy EN1 to create a locally distinctive development and an improved town edge;
 - ◆ en2: Protection and enhancement of historic assets and their settings;
 - ◆ en3: Seek to retain and mitigate any potential harm to notable areas identified in the biodiversity study, in accordance with Policy EN2, including:
 - A. Protection and enhancement to the existing green infrastructure, local wildlife sites, wildlife corridors and, where appropriate, provide new corridors to create a coherent network of biodiversity and green infrastructure providing links from existing green infrastructure to the countryside, specifically Melton Country Park, Scalford Brook and Welby Brook and the disused railway line;
 - B. Establish a protection zone between Melton Country Park and any future development. Development should respond to the local topography and utilise it to define the protection zone. This zone should also include the provision of an undeveloped area of land between part of the existing northern boundary of the park and the proposed distributor road.
 - C. Establish a protection zone between areas of high ecological importance identified around Scalford Brook in the biodiversity study and any future development;
 - ◆ en4: Provide a network of new high quality of multi-functional green spaces in accordance with the Council's open space standards set out in Policy EN7;
 - ◆ en5: Provision, or facilitation, of sports pitches in the immediate vicinity, and contribute towards indoor built leisure facilities within Melton Mowbray, in accordance with the Playing Pitch Strategy and Indoor Facilities Assessment (see Policy EN7);
 - ◆ en6: A development that complies with building regulations for energy efficiency and carbon emissions;
 - ◆ en7: Buildings and spaces which are adaptable to future climatic conditions including extremes of temperature, drought and flooding;
 - ◆ en8: Development that provides appropriate SuDS and flood alleviation measures in accordance with the Melton North assessment in the Strategic Flood Risk Assessment. Areas of the MNSN that are at higher risk of flooding shall not be used for built development; and
 - ◆ en9: Protection and enhancement of water quality.
-

MASTER PLANNING 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 uses, 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.

The Local Planning Authority will monitor compliance of the delivery of the SSN in accordance with the agreed master plan and delivery timetable. Where slippage against the agreed delivery timetable in excess of 1 year is identified the Local Planning Authority will review the master plan and delivery timetable with partners to ensure sustainable development is delivered in accordance with the Policy.

Subsequent development shall be in accordance with the master plan and agreed design codes."

* Building for a Healthy Life is the latest edition of - and new name for - Building for Life 12.

- **Policy C2 Housing Mix**

“We will seek to manage the delivery of a mix of house types and sizes to balance the current housing offer.”

The housing mix within the Site will accord with the information set out in Table 8 of the Melton Borough Local Plan (Figure 1.6: Table 8 from the Melton Borough Local Plan - Optimum Housing mix requirements for market and affordable housing) subject to viability considerations.

	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, may be allocated a 2 bedroom property.

Figure 1.6: Table 8 from the Melton Borough Local Plan - Optimum Housing mix requirements for market and affordable housing.

- **Policy C4 Affordable Housing Provision**

“Melton Borough Council will seek to manage the delivery of around 1300 new affordable homes between 2011 and 2033”.

The Site will deliver 15% affordable subject to viability considerations.

- **Policy C9 Healthy Communities**

The Masterplan process for the Site will take a site-wide strategic approach in delivering the elements of this policy.

The Masterplan document will produce a coordinated strategy for public open space and recreation facilities, ensuring an distribution and mix of open space types across the Site.

A coordinated approach to vehicle, pedestrian and cycle movement across the whole neighbourhood.

- **1.20. Policy EN1 Landscape**

“The character of Melton Borough's landscape and countryside will be conserved and, where possible, enhanced.”

The Masterplan will respond to existing site conditions such as topography and existing vegetation. It will seek to retain and enhance the features that contribute to the Borough's character.

- **Policy EN2 Biodiversity and Geodiversity**

“The Borough Council will seek to achieve net gains for nature and proactively seek habitat creation as part of new development proposals. It will protect and enhance biodiversity, ecological networks and geological conservation interests throughout the Borough.”

The Masterplan will retain habitat and respond sensitively to ecological features. It will also seek to create a mix of habitat types across the Site and achieve a degree of biodiversity net gain.

- **Policy EN3 The Melton Green Infrastructure Network**

“New development proposals will be supported where they retain and enhance important green infrastructure elements.”

The Masterplan will retain existing features such as public rights of way, trees, hedgerows, ecologically protected sites, and water course.

- **Policy EN7 Open Space, Sport and Recreation**

New residential development *“will be required to contribute towards their provision and/or enhancement, in accordance with the table below, subject to viability considerations.”*

The proposals for the Site seek to create a coordinated approach to delivering the open space typologies and quantities set out in this policy.

Open Space Typology	Standard (ha/1000 population)
Parks and Gardens	1.92
Natural and semi-natural greenspace	1.38
Amenity greenspace	0.77
Provision for children and young people	0.13
Allotments	0.38
Playing pitches	Requirement (ha/1000 population)
Football pitches	0.41

Figure 1.7: Policy EN7 Open Space, Sport and Recreation - Open space typology requirements.

- **Policy EN8 Climate Change**

The Masterplan and Design Code document seeks a proposal that is beneficial in all aspects of sustainability.

- **Policy EN9 Ensuring Energy Efficient and Low Carbon Development**

“Major development proposals will be required to demonstrate how the need to reduce carbon emissions has influenced the design, layout and energy source used.”

The Masterplan document will provide a set of principles across the development that support this policy. This will cover elements such as building materials, water storage, electrical car charging points, cycle storage, and parking.

- **Policy EN11 Minimising the Risk of Flooding**

“Melton Borough Council will ensure that development proposals do not increase flood risk and will seek to reduce flood risk to others.”

All built development will not be located within flood zones.

- **Policy EN12 Sustainable Drainage Systems**

“Surface water management should be undertaken, wherever practicable through the utilisation of appropriate SuDS techniques which mimic natural drainage patterns.”

The proposals for the Site will ensure there is sufficient space provision for surface water drainage attenuation in appropriate locations.

- **Policy IN2 Transport, Accessibility and Parking**

“Support and promote an efficient and safe transport network which offers a range of transport choices for the movement of people and goods, reduces the need to travel by car and encourages use of alternatives, such as walking, cycling, and public transport.”

The Masterplan document will demonstrate an effective road network and promote sustainable forms of transport.

- **Policy D1 Raising the Standard of Design**

“All new developments should be of high quality design.”

The Masterplan document will set out principals for design quality across the Site.

“Buildings and development should be designed to reflect the wider context of the local area and respect the local vernacular without stifling innovative design.”

The Masterplan document will consider the local character and wider context and build up upon this to establish high quality design.

Housing Mix and Affordable Housing SPD - July 2019

The Masterplan document will set out an approach to delivering a varied mix of housing and the provision of affordable housing.

Draft Design of Development SPD - Consultation Draft June 2021

The Design Supplementary Planning Document (SPD) provides additional guidance on the design related policies in the Melton Local Plan and at the time of writing was subject to public consultation. The Masterplan document has been prepared to raise the standard of design and ensure that the new development at the MNSN will be locally distinctive and responsive to its setting.

Neighbourhood Plans

There are no Neighbourhood Plans that affect the Site.

Other References

This Masterplan document has been prepared with consideration to Melton Borough Council evidence base and supportive documents:

- Areas of Separation, Settlement Fringe Sensitivity and Local Green Space Study (2015)
- Biodiversity and Geodiversity Study (2015 and 2016)
- A Green Infrastructure Strategy for Melton Mowbray (2011)
- Housing Needs Study (2016)
- Infrastructure Delivery Plan March 2017
- Issues and Options: Infrastructure Delivery Plan 2014
- Landscape Character Assessment update (2011)
- Melton Borough Retail Study (2015)
- North Sustainable Urban Expansion Stakeholder and Community Consultation Report 2012
- Primary Green Infrastructure Plan 2016
- Strategic Flood Risk Assessment Maps 2015
- Strategic Flood Risk Assessment Addendum Report (2016)
- Sports Facilities Strategy 2016-2021
- Melton Borough Retail Study 2015

2. ANALYSIS

2.1 ANALYSIS AND BACKGROUND

Numerous site visits have been carried out by members of the developer team in order to gain a thorough understanding of the Site, and its context.

A thorough review of all existing baseline information has been undertaken including Local Plan Policies and Local Plan Surveys and Assessments. This included the following:

- **Green Infrastructure Strategy**
- **Open Space Assessment**
- **Playing Pitch Strategy**
- **Biodiversity and Geodiversity Study**
- **Landscape Character - Areas of Settlement Fringe Sensitivity and Local Green Space Study**
- **Level 1 and 2 Flood Risk Assessment**
- **Flood Zone and Climate Change Maps**
- **Heritage Settings Technical Note etc**

Additionally, a review has been carried out of the main supporting documents, surveys and assessments submitted in support of the planning applications at MNSN West of Scalford Road, and the application for the NEMMDR.

This process has ensured a comprehensive and sound evidence base on which this Masterplan document has been developed. The following section provides a comprehensive summary of this analysis.



View looking west across the Site towards John Ferneley College and Scalford Road.

2.2 MELTON MOWBRAY DISTRIBUTOR ROAD

Funding for the NEMMDR was secured in May 2018 and construction is due to commence in 2022. AECOM, working for LCC, are the delivery partner for the NEMMDR. Galliford Try are providing Early Contractor Involvement (ECI) and have now been awarded the contract to build the road.

A planning application for the NEMMDR was submitted in October 2018 and was granted consent in May 2019. LCC have subsequently progressed the detailed design and land acquisition plans. As part of this process, extensive engagement has been carried out with landowners and key stakeholders ensuring that the impact of the road is minimised as far as possible, resulting in a number of minor design changes.

When complete, the NEMMDR will define the western and central sections of the Site's northern boundary, before doglegging in a south easterly direction to pass through the northern part of the East Site that lies adjacent to Melton Spinney Road. The NEMMDR will have a 7.3 metre wide single carriageway, and where it passes the Site will have a speed limit of 40mph (the speed limit will increase to 60mph to the east of Melton Spinney Road). A 3 metre wide off-carriageway shared footway/cycleway will run along the southern side of the NEMMDR, separated from the carriageway by a 0.5 metre wide paved separation strip where it passes along and through the Site.

The new roundabout at Nottingham Road will be raised slightly above the existing ground level of the Site, with a balancing pond located just to the east of the new roundabout. The road then crosses a culvert along an unnamed watercourse, before passing through a cutting to the north west of the Site. It crosses another culvert, with a further balancing pond located to the south of the road, west of a further unnamed watercourse. The road continues through a shallow cutting towards the new Scalford Road roundabout.

The new Scalford Road roundabout will be raised slightly above the existing ground level of the Site in this location. As part of the NEMMDR works, a 3 metre high noise barrier on the southern side of the NEMMDR will be erected for a length of 440 metres to east of Scalford Road roundabout.

To the east of the Scalford Road roundabout the NEMMDR will pass through a short length of cutting before crossing the former railway line on a raised section.

Where the NEMMDR crosses Scalford Brook, a clear span bridge is to be built. The bridge will include an underpass in order to maintain connectivity of the Jubilee Way (footpath E18) where it crosses the NEMMDR. A balancing pond will be constructed on either side of the dismantled railway, to the south of the road.

Continuing eastwards, the NEMMDR doglegs in a south easterly direction to pass through the north eastern part of the Site at which point it will pass through a wide cutting which gradually reduces in width and depth towards the new alignment for Melton Spinney Road. An uncontrolled (un-signalised) pedestrian refuge is to be provided to the west of the Melton Spinney Road in order to provide a pedestrian connection between the main body of the Site and the area of the Site that lies to the north of the NEMMDR.

The NEMMDR landscaping works will comprise a mix of new native broadleaf woodland, tree, shrub and hedgerow planting, together with areas of wildflower.

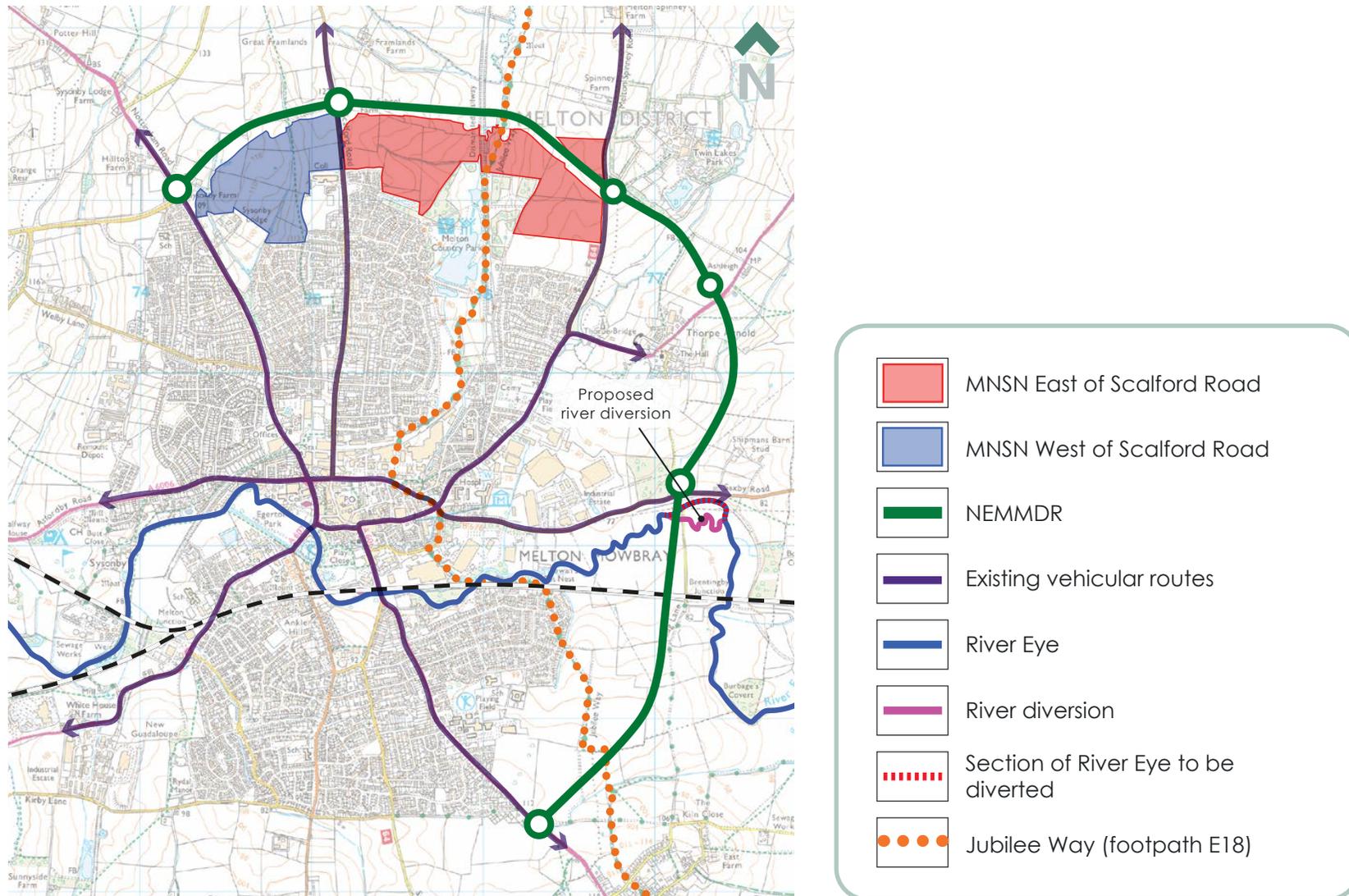


Figure 2.1: The route of the NEMMDR.

2.3 MNSN EAST OF SCALFORD ROAD - LOCATION AND CONTEXT

The MNSM East Site measures 60.31 hectares in total and comprises a mix of arable and pastoral fields located on the northern edge of Melton Mowbray. It is currently bound to the north by neighbouring agricultural fields. Scalford Brook, which runs in a north to south direction through the central part of the East Site, continues northwards towards the village of Scalford some 1.68 miles (2.71km) to the north of the Site. The presence of the Brook results in an incised valley located with the central part of the East Site.

The East Site's eastern boundary is bound by Melton Spinney Road, beyond which lies further agricultural fields. As part of the NEMMDR works, the alignment of Melton Spinney Road will be modified to connect with the aforementioned new roundabout, which will be offset to the eastern side of Melton Spinney Road's existing alignment. To the north east of the Site is Twinlakes Family Theme Park, which is accessed via Melton Spinney Road. The small village of Thorpe Arnold is located approximately 0.52 miles (0.84km) to the south east of the Site.

The existing and emerging built edge of Melton Mowbray lies adjacent to the western and eastern sections of the East Site's southern boundary, with Melton Country Park indenting the central part of the East Site. The homes that abut the westernmost section of the southern boundary comprise a recently built development of mostly 2 and 2½ storey detached, semi-detached and terraced houses, together with a small number of maisonette units. These homes generally front onto the East Site and are set behind access roads and linear areas of open space. A linear area of open space serving these homes leads eastwards to bound a relatively short section of the East Site's southern boundary, within which lies a balancing pond. The easternmost section of the southern boundary abuts a recently consented development for 200 new homes, which at the time of writing, is under construction. These new homes will comprise a mix of mostly 2 and 2½ storey detached, semi-detached and terraced houses,

orientated to front onto its four boundaries. When complete, it will deliver 10% affordable housing, comprising shared ownership tenures, five of which will be bungalows. Along its interface with the Site, the new homes are to be set behind a landscaped linear area of open space. As these homes are being constructed by Taylor Wimpey, the opportunity exists to provide two new vehicular connections to the Site.

Melton Country Park measures 55.5 hectares in size and provides an important recreational facility for the town. It occupies a central location within the context of the East Site. It is crossed by a number of informal cycle and pedestrian paths, albeit only pedestrian routes run adjacent to the East Site's boundaries. These routes provide a number of traffic-free connections with the existing settlement, including to Snow Hill to the south, which in turn provides a direct connection to the town centre. It is considered the opportunity exists to provide new pedestrian connections to the routes that run alongside the Site. Jubilee Way (footpath E18), a long-distance walk which leads from Melton Mowbray to the countryside to the north, also runs through the Country Park. A short section of Jubilee Way crosses the central section of the East Site. National Cycle Route 64 also crosses through the southern part of Melton Country Park and connects with Melton Spinney Road, passing alongside the Site's eastern boundary. The Country Park also has a visitor's centre (which includes a café), a wide range of children's play facilities and a sensory garden.

The East Site's western boundary is defined by Scalford Road, beyond which lies farmland within MNSN West to the west, and also to the north west.

In association with the construction of the NEMMDR, the alignment of Scalford Road is to be modified to connect with the new roundabout. The new roundabout is to be offset to the eastern side of Scalford Road's existing alignment, therefore, indenting the north western corner of the East Site.

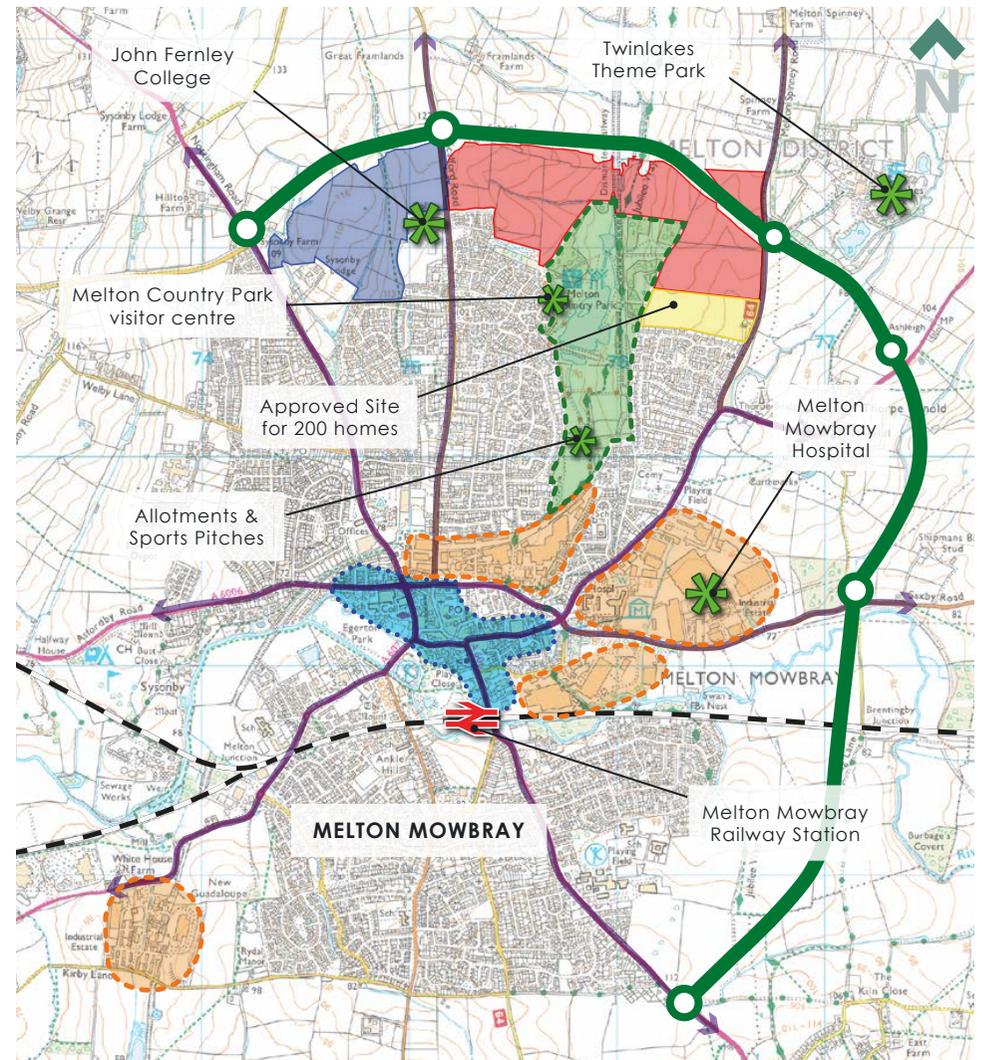


Figure 2.2: Site Context Plan.

2.4 MNSN WEST OF SCALFORD ROAD - LOCATION AND CONTEXT

The MNSN West Site measures 35.01 hectares in total and comprises a mix of arable and improved grassland fields located on the northern edge of Melton Mowbray. It is currently bound to the north by neighbouring agricultural fields. Nottingham Road (A606) bounds the West Site to the west, and Scalford Road bounds it to the east. The existing settlement at Melton Mowbray lies to the south and west of the West Site, with the village of Ab Kettleby located around 2.7km north west along Nottingham Road. Hilltop Farm, containing workshop and small industrial units, lies to the north west of the West Site, west of Nottingham Road.

Indented into the south east of the West Site is the John Ferneley College. The existing school buildings are up to around 12m height, and the white rendering makes them clearly visible from the surrounding area. Two storey brick housing, dating from the 1990s, bounds the West Site to the south, along Darcy Gardens and Dickens Drive, with those on Dickens Drive backing onto the Site. There is also an existing children's play area located here.

To the south east of the West Site are agricultural fields, located around the Grade II Listed Sysonby Lodge, a former hunting lodge and outbuilding, now converted to housing. The land to the south of Sysonby Lodge has recently been developed for housing. To the west of Nottingham Road opposite the West Site, and north of St. Bartholomew's Way, a small development of 1-3 storey red brick modern housing, while housing dating from the 1980/90s is located south of St. Bartholomew's Way, along Canterbury Drive. Further south, to the south west of the West Site, are older residential estates, dating from the 1950/60s, located around Brampton Road. There are some houses from the 1930s which front onto Nottingham Road, to the south west of Sysonby Lodge.

The north western corner of the West Site bisects Sysonby Farm, which includes a farm house and outbuildings/barns. These are proposed to be demolished as part of the NEMMDR works.

2.5 SURROUNDING DESIGNATIONS

Statutory and Non-Statutory Designations

The Multi Agency Geographic Information for the Country Map (MAGIC) and the adopted MBC Policies Map show that the Site is not covered by any statutory or non-statutory designations for landscape or heritage character or value.

Conservation Area and Listed Buildings

There are no designated heritage assets located within the Site. The nearest Listed Building is the Grade II Listed Sysonby Lodge, which is located a short distance to the south west of the West Site. The nearest Conservation Area is the Melton Mowbray Conservation Area which is centred upon the historic core of the town some 1.2 miles (1.94km) to the south of the Site.

Heritage assessment work carried out to date finds that development would not adversely impact the significance of any designated heritage assets in the vicinity through alteration to setting.

Public Rights of Way

A short section of Jubilee Way (footpath E18) crosses through the central part of the East Site immediately to the east of the dismantled railway line. Public footpath E17 links the housing estate to the south of the West Site, with the wider landscape to the north, including Old Hills and Holwell.

There are a number of public rights of way in the area surrounding the Site, the closest of which (footpath E25) lies adjacent to the Site's eastern boundary on the opposite side of Melton Spinney Road. The footpath provides a direct traffic-free route to Thorpe Arnold, with a spur (footpath F4) providing a connection to Twinlakes Family Theme Park.

National Cycle Route 64 runs along the carriageway of Melton Spinney Road immediately to the east of the Site. To the south of the Site, the Cycle Route passes through Melton Country Park and provides a connection to the town centre.

Ecology

The disused railway line which runs through the central part of the East Site is a candidate Local Wildlife Site (LWS) and continues northwards beyond the Site for approximately 325 metres. Immediately to the east of this point, the Scalford Brook corridor is a notified LWS which extends northward into the countryside beyond.

The aforementioned candidate LWS is contiguous with a notified LWS which continues southwards into Melton Country Park along the disused railway line, and to also include a large part of the Country Park to the west of the disused railway line.

Within the West Site, there are two ash trees which are candidate LWS.

Tree Preservation Orders (TPO)

No trees on the Site are protected by TPOs. Trees adjacent to Sysonby Lodge, at the south western corner of the West Site are protected by TPO 151/900/14.

The surrounding designations and public rights of way are shown overleaf on figures 2.3 and 2.4.

-  MNSN East of Scalford Road
-  MNSN West of Scalford Road

Designations Plan (Figure 2.3)

-  MM Country Park
-  Scheduled Monument
-  Housing Allocation : **MNSN**
-  Other Housing Allocations
-  Local Wildlife Sites
-  Area of Separation
-  Conservation Area

Public Rights of Way Plan (Figure 2.4)

-  Public Footpath
-  Public Bridleway
-  Sustrans: **Route 64**
-  Long Distance Recreation Route

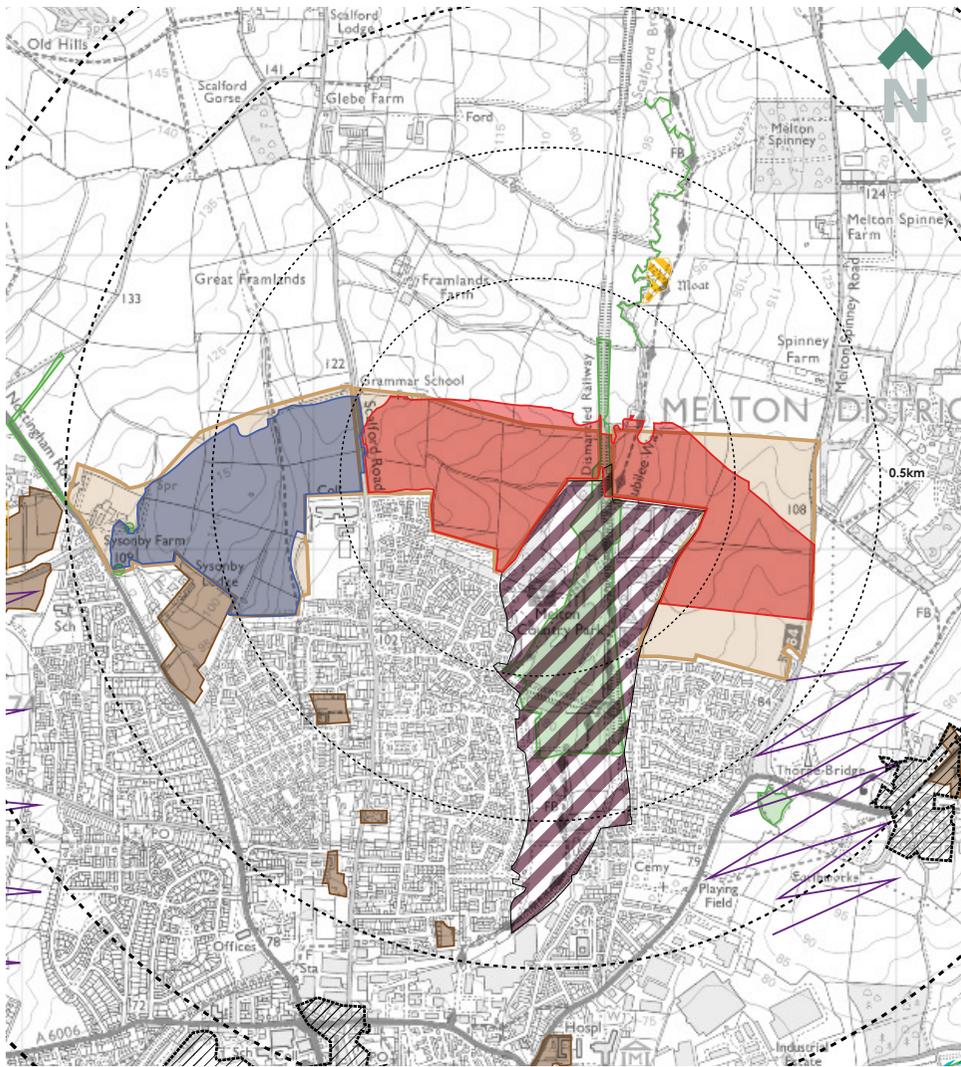


Figure 2.3: Designations Plan.

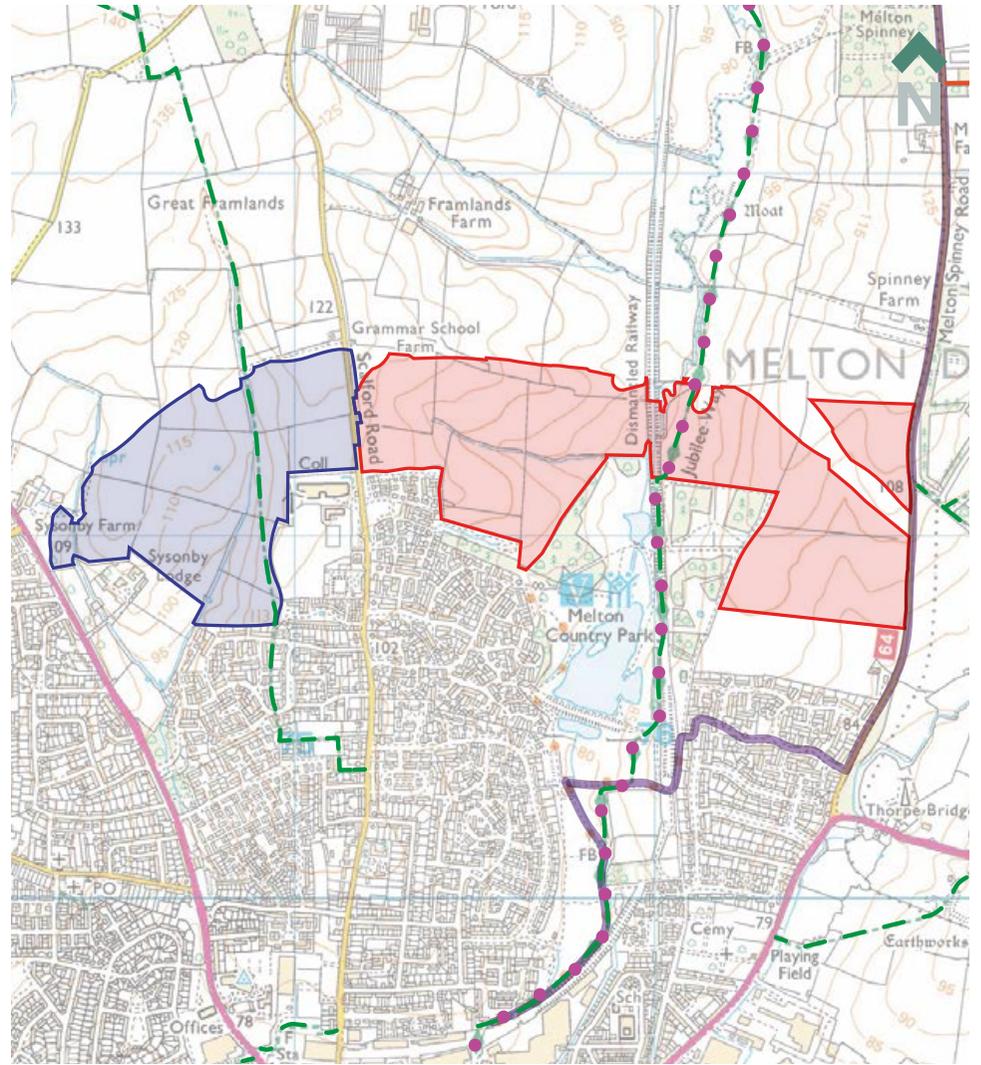


Figure 2.4: Public Rights of Way Plan.

2.6 EXISTING SITE FEATURES

The Site occupies a mix of improved grassland fields and arable fields of varying shapes and sizes. For clarity, the following Site description is set out on a developer-by-developer basis.

LCC

The LCC part of the Site is also known as the land at Sysonby Farm, and is located in the far west of the MNSN. It comprises three improved grassland fields and a part of a fourth, as well as one arable field and part of a second arable field. The fields are defined by a mix of native hedgerows and wire fences, with limited scattered trees located within the boundaries. The southern boundary to Sysonby Lodge, as well as the western boundary to Nottingham Road are more heavily treed, and denser.

The northern western boundary will be defined by the NEMMDR, and the north eastern boundary abuts the Bloor Homes land. To the south east, the land adjoins the John Ferneley College, with the southern boundary formed by the rear and side gardens of the properties on Darcy Gardens, Dickens Drive and Kipling Drive. A hedgerow separates the south western part of the area from the new development beyond south east of Sysonby Lodge. The existing farmyard, house and associated barns and outbuildings at Sysonby Farm, are located in the far west of the area.

The land is gently undulating, with two north-south aligned watercourses and valleys located within it: one in the west, and one in the east, extending northwards into the adjoining Richborough Estates Land.

Public footpath E17 leads northwards from Dickens Drive, and runs within the far east of this area.

A balancing pond associated with the NEMMDR will be located within the north west of the area, just east of the new roundabout at Nottingham Road. Overhead electricity lines cross the area, but are capable of being undergrounded and diverted as part of the proposed development.



Figure 2.5: Aerial photograph showing the LCC site.

Bloor Homes

The Bloor Homes land is also known as land west of Scalford Road (or land north of John Ferneley College), and comprises the eastern part of MNSN West. It comprises four improved grassland fields, and a part of a fifth grassland field.

The field boundaries are formed by a combination of hedgerows, wire fences, and a watercourse, with scattered trees, mostly occurring along the watercourse and the southern boundary of the area.

It is bound to the east by a managed hedgerow, with Scalford Road beyond. To the north, it will be bound by the NEMMDR, with the LCC land bounding this area to the west and south west. To the south east, the area is bound by the John Ferneley College, separated by a dense area of structural planting.

A north-south aligned watercourse and valley bisects this area, forming a continuation of the valley to the south within the LCC land. Public footpath E17 leads north through the area from Dickens Drive in the south, northwards to the countryside beyond. The public footpath is roughly aligned along the watercourse within this area.

A balancing pond associated with the NEMMDR is proposed to be located in the north of this area, to the west of the existing watercourse. Overhead electricity lines cross the area east to west, but are capable of being undergrounded and diverted as part of the proposed development.

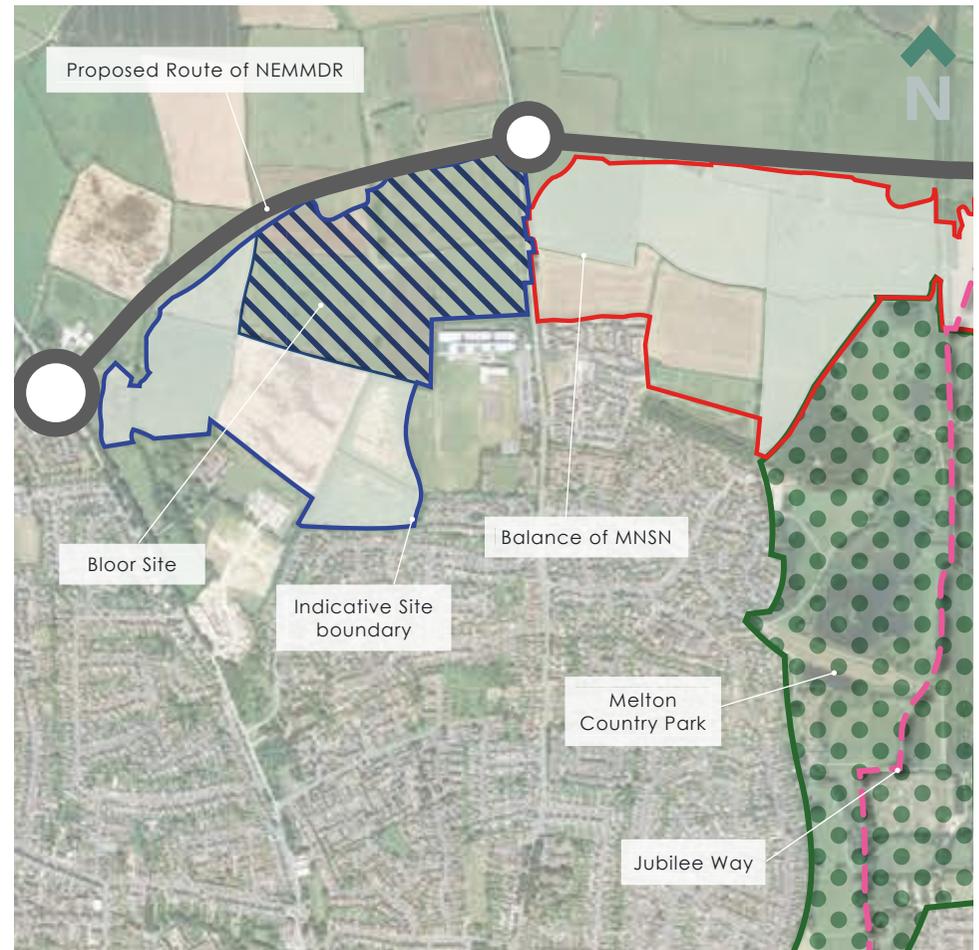


Figure 2.6: Aerial photograph showing the Bloor Homes site.

William Davis

The William Davis part of the East Site consists of three fields currently consisting of semi-improved grassland, as illustrated by Figure 2.7. The northern boundary of the area is defined by a mixed native hedgerow, and the western boundary with Scalford Road comprises a post and wire fence and a hedgerow.

The eastern boundary is delineated by some post and rail fencing, backed in places by mixed native hedgerow, with some hedgerow trees located corresponding with the southernmost field, which is the smallest of the three fields which comprise this area.

The southern boundary of the smallest field comprises wooden post and rail fencing, beyond which lies the public open space and balancing pond serving the adjacent housing development. This post and rail fencing continues to also delineate the western boundary of the southernmost field, beyond which are two dwellings which front onto this area. The remaining section of this part of the western boundary comprises a mix of close boarded fencing and hedgerow.

The adjacent housing development indents the western section of the William Davis site. Here, the western section of the southern boundary is marked by wooden post and rail fencing, beyond which lies a linear section of public open space fronted by a number of 2 and 2½ storey houses.



Figure 2.7: Aerial photograph showing the William Davis site.

Barwood Land

The Barwood Land part of the East Site occupies a series of six predominantly rectangular agricultural fields, and smaller parts of two others, currently comprising semi-improved grassland, and a short stretch of dismantled railway. For clarity, the land parcels will be referred to as Areas A, B, C, D, E, F and G, as shown on Figure 2.8.

Scalford Brook crosses through this part of the Site, within Area E, in a roughly north to south orientation, and a tributary of the brook crosses the northern boundary of Area D, in a roughly west to east orientation. The remaining landscape features in this area comprise the internal field boundaries, which are formed of mixed native hedgerows, with some hedgerow trees and vegetation along the dismantled railway line.

Areas A, B and C

The northern boundary of Areas A, B and C is undefined. However, for the majority of its length it is in close proximity to a field boundary which comprises a post and wire fence, backed by a mixed native hedgerow, with some hedgerow trees within Area B.

The southern boundary of Areas A, B and C also comprise post and wire fencing backed by a mixed native hedgerow. The internal field boundaries, which separate Areas A, B and C, comprise mixed native hedgerow, lined by post and wire fencing on both sides.

The eastern boundary of Area C comprises post and wire fencing backed by the vegetation on the bank which rises up to the dismantled rail line. Scalford Brook runs adjacent to the boundary along its southern half. The western boundary (within Area A) comprises a post and wire fence and a hedgerow.

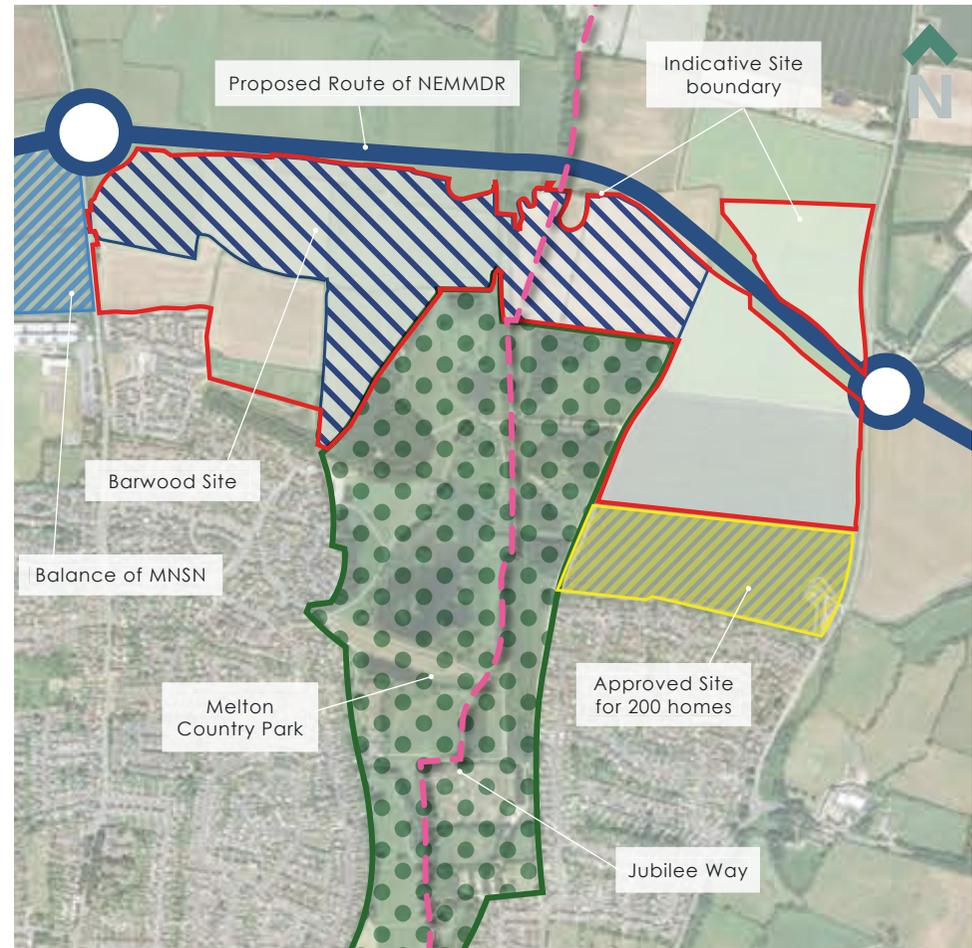


Figure 2.8: Aerial photograph showing the Barwood site.

Area D

The northern boundary of Area D is marked by the tributary that feeds into Scalford Brook, which is lined with mixed native vegetation and post and wire fencing. The eastern boundary of Area D comprises post and rail fencing, with vegetation within the Melton Country Park extending beyond. The southern boundary of Area D comprises a post and wire fence backed by a mature hedgerow, with a bank rising towards the housing on Wymondham Way beyond. The western boundary of Area D comprises some post and wire fencing and some post and rail fencing. These are backed in places by mixed native hedgerow, with some hedgerow trees located to the approximate centre of the boundary.

Areas E and F

The northern boundary of Areas E and F comprises post and wire fencing backed by mixed native hedgerow and some mature hedgerow trees. There is a pedestrian gate for the public footpath which crosses this part of the Site.

The eastern boundary (within Area F), comprises a post and wire fence backed by a mixed native hedgerow. The southern boundary of Areas E and F comprises a post and wire fence backed by dense vegetation within the northern extents of the Melton Country Park. There is a stile with the aforementioned public footpath into Area E.

The internal field boundary between Areas E and F comprises a hedgerow lined ditch, which in turn, is bound by post and wire fencing on both sides. The western boundary of Area E comprises a post and wire fence backed by vegetation on the rising bank to the dismantled rail line.

Area G

Area G comprises the embankment of the dismantled rail line which crosses the Site in a roughly north to south orientation. There is a cutting in the dismantled railway line which provides access between the two fields that lie to either side of the embankment.



Figure 2.9: Aerial photograph showing the Barwood site (with in-site zoning).

Taylor Wimpey

Figure 2.10 shows the location of the Taylor Wimpey UK Ltd site boundaries. It forms the easternmost part of the wider Site, with Melton Spinney Road running alongside its eastern boundary.

The northern boundary of this part of the Site runs through an open agricultural field and is undefined by any landscape features. The southern boundary of the area adjoins the northern boundary of the aforementioned consented development area for up to 200 dwellings, which is presently defined by heras fencing.

The majority of the area comprises arable land bounded by wide semi-improved grassland field margins, hedgerows and temporarily dry ditches.



View looking south west across the Taylor Wimpey Site from Melton Spinney Road.

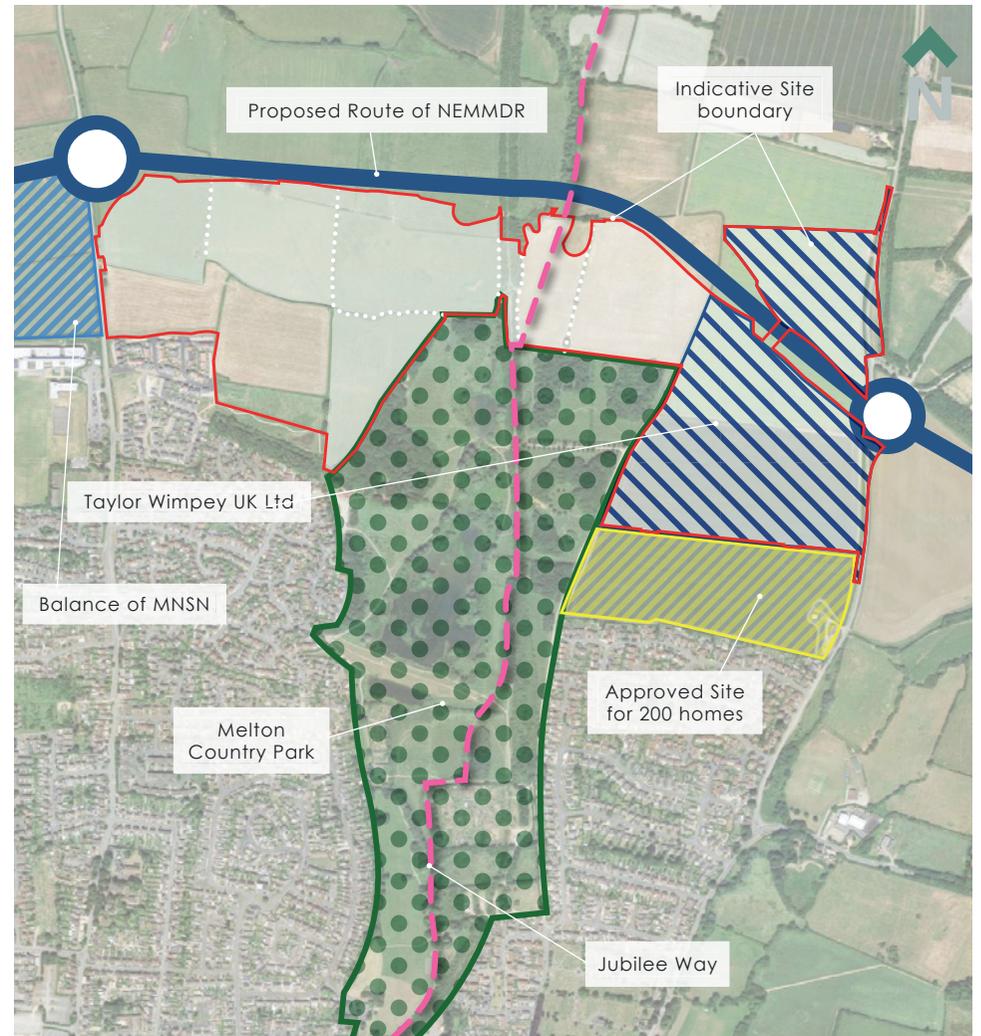


Figure 2.10: Aerial photograph showing the Taylor Wimpey UK Ltd site.

2.7 TOPOGRAPHY

The Site is gently undulating, with mostly north-south aligned ridges and valleys. MNSN West falls from a high point at around 120m Above Ordnance Datum (AOD) along a north-south aligned ridge roughly in the centre of the West Site, to the two valleys and watercourses to the east and west of the ridge, at around 110m AOD in the south west, and 95m AOD in the south east. The land to the east and west of these valleys rise again to Nottingham Road and Scalford Road. The East Site has a valley character, falling from a high point of approximately 120m AOD on the western boundary, to approximately 85m AOD to either side of the former railway, before rising again to the eastern boundary which sits at approximately 119m AOD. There are further broad undulations within the East Site, particularly in the easternmost part where the landform also rises gradually from south to north.

The topography of the surrounding landscape is distinctly undulating, with the valley of Scalford Brook and other tributaries of the Rivers Eye and Wreake, influencing the topography of Melton Mowbray and the surrounding area. Higher elevations within the surrounding landscape include those in the vicinity of Scalford Hall, at 151m AOD, north west of the Site; 171m AOD to the south of Waltham in the Wolds, north east of the Site; 210m AOD in Burrough Hill Country Park, south east of the Site; and 126m AOD in the vicinity of Kirby Lodge Farm, south west of the Site. Lower elevations include one of 70m AOD on the banks of the River Wreake and Eye, within the centre of Melton Mowbray.

The topography of the Site will be a key driver which will dictate, in places, the layout of the masterplanning proposals. Consequently, the proposed layout should work with the Site's topography to ensure the development has a successful flow, with the principal street structure traversing the contours wherever possible, in order to provide as gentle a climb/descent along the Site's slopes as possible.



View looking east across the Site from Scalford Road.

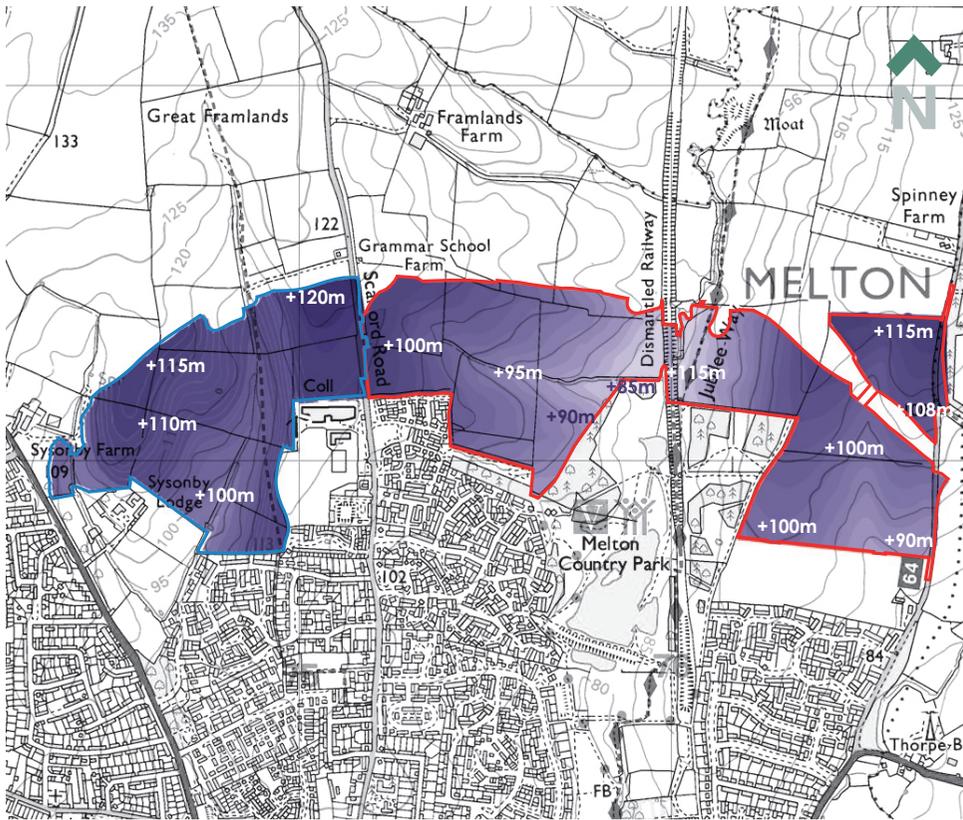


Figure 2.11: Topography Plan of Site.

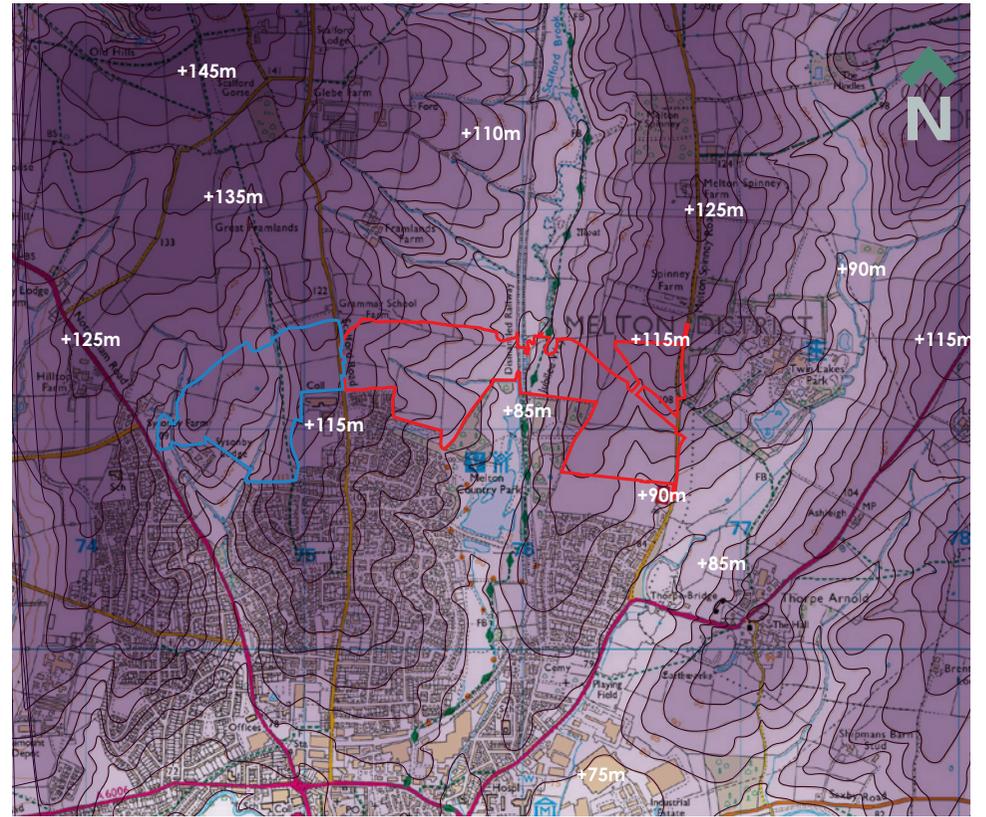


Figure 2.12: Topography Plan of wider area.

2.8 LANDSCAPE AND VISUAL CHARACTER

Landscape and visual impact assessment work has been carried out for the Site in order to assess the existing landscape character and quality of the Site and the surrounding area, together with discussing the suitability of the Site to accommodate development and the potential landscape and visual effects on the wider area. The findings and conclusions of this assessment work is summarised below:

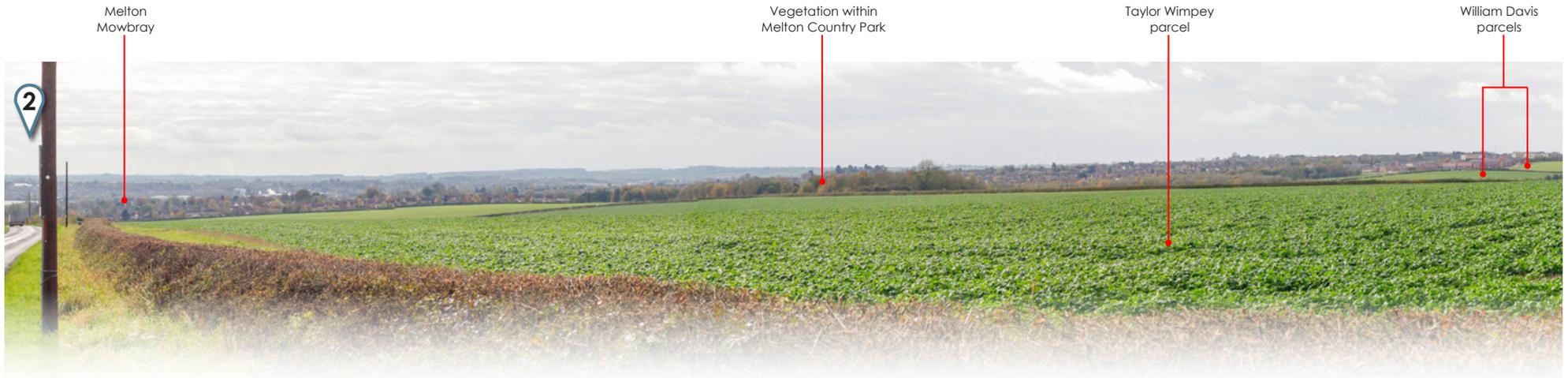
- The Site is not covered by any statutory designation for landscape character or quality.
- The Site relates well to the existing settlement of Melton Mowbray.
- It is anticipated that views of the proposed development will be largely restricted to the Site's immediate vicinity and middle distances views within the landscape to the north. Partial, longer distance views will be available from vantage points further north and those to the distant south.
- However, the Site is contained by existing built form to the south, existing and consented development to the west, and the NEMMDR will contain the vast majority of the Site to the north. Consequently, the Site represents a logical area for growth that can be readily assimilated and integrated into this landscape on the northern edge of the town.
- New planting along the Site's western and central sections of the northern boundary will complement the new landscaping associated with the NEMMDR. New planting along the eastern section of the northern boundary will help to soften and filter views of the proposed development.
- Proposed planting within the Site will complement that along the northern boundary and help to create a 'layering' of vegetation to help break up the proposed built form within the Site in views from the north of Melton Mowbray.
- The proposed built form will be set back from Melton Country Park behind public open space and the playing fields of the proposed primary school site (subject to LCC justification at planning application stage). This will help to extend the character of the Country Park into the Site and assist in minimising the overall landscape impact of the development proposals.
- The route of Jubilee Way where it passes through the Site will be maintained within a wide corridor of open space.
- The two watercourses within the West Site will be retained within green corridors, with the wider corridor also containing public footpath E17. This linear area of open space will be contain new attenuation features, and will be landscaped to create an attractive area of public open space.
- The steeper land to the west of John Ferneley College will be retained as open space, and new planting can be incorporated here to filter views of the development.
- The proposed development can be accommodated on the Site without giving rise to unacceptable harm to landscape character or views from the immediate or wider area.



Figure 2.13: Aerial photograph showing photo location points.



View from the north-east corner of Area F, looking west across the Site



View from Melton Spinney Road looking west across the Site



View from the northern boundary of Area B, looking south across the Site



View from the open space to the north of Discovery Drive, looking north-east towards the Site



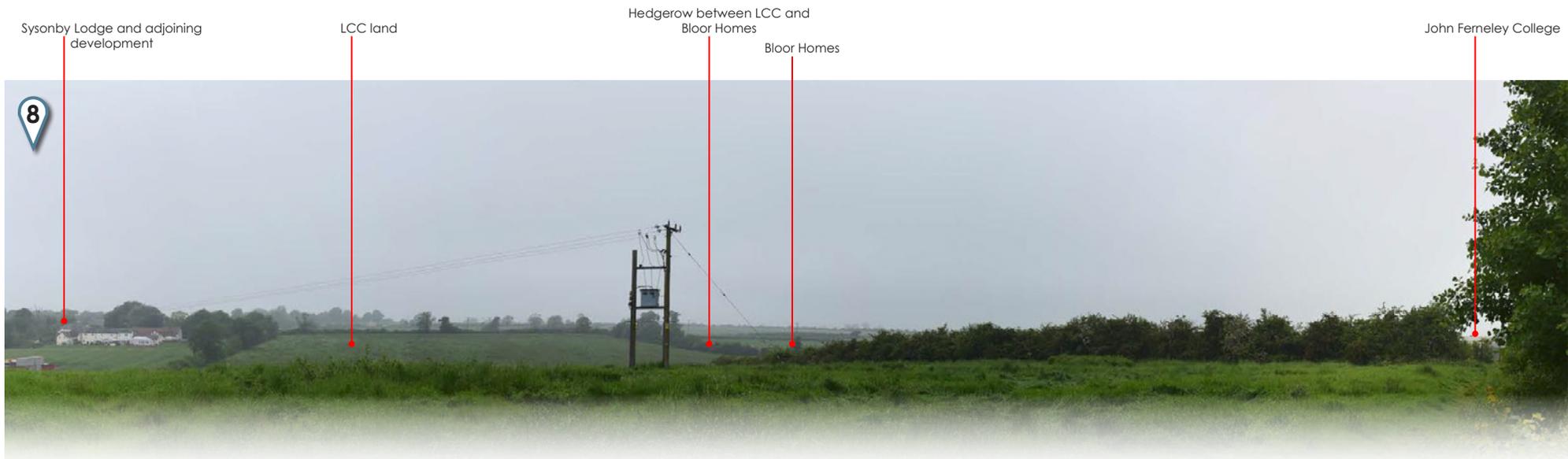
View south east from Nottingham Road towards LCC land



Views south along Public Footpath E17, within the Bloor Homes parcel



View west from Scafford Road, towards Bloor Homes parcel



View northwards from Public Footpath E17 on the Site boundary

2.9 ECOLOGY

Ecological assessment work has been carried out to assess the ecological interest of the Site. This assessment work finds that there is some potential for protected species being present on the Site, which can be protected and mitigated against any impact from the proposed development. The assessments recommend that the Site's existing trees and hedgerows should be retained and enhanced to compensate for any losses with enhancement and new habitat creation elsewhere on the Site as part of the green infrastructure to deliver a net gain in biodiversity.

The ecological assessment work shows that the loss of arable land, semi improved grassland (arable field margins) and some sections of hedgerow is unavoidable. However, given that the majority of the Site is considered currently to be of negligible ecological value, there is significant scope for habitat enhancement, restoration and creation within the proposed green infrastructure. Consequently, the assessments recommend the following ecological and mitigation measures:

- Creation of a connected green infrastructure framework to maintain and improve wildlife connectivity across the Site.
- Retention and enhancement of retained boundary hedgerows through additional hedgerow planting and creation of diverse wildflower grassland areas.
- Creation of new biodiversity opportunities (particularly in terms of aquatic and terrestrial habitats) to benefit a wide range of habitats and species, including the population of Great Crested Newts present within Melton Country Park and an adjacent balancing pond located close to the western section of the East Site's southern boundary.

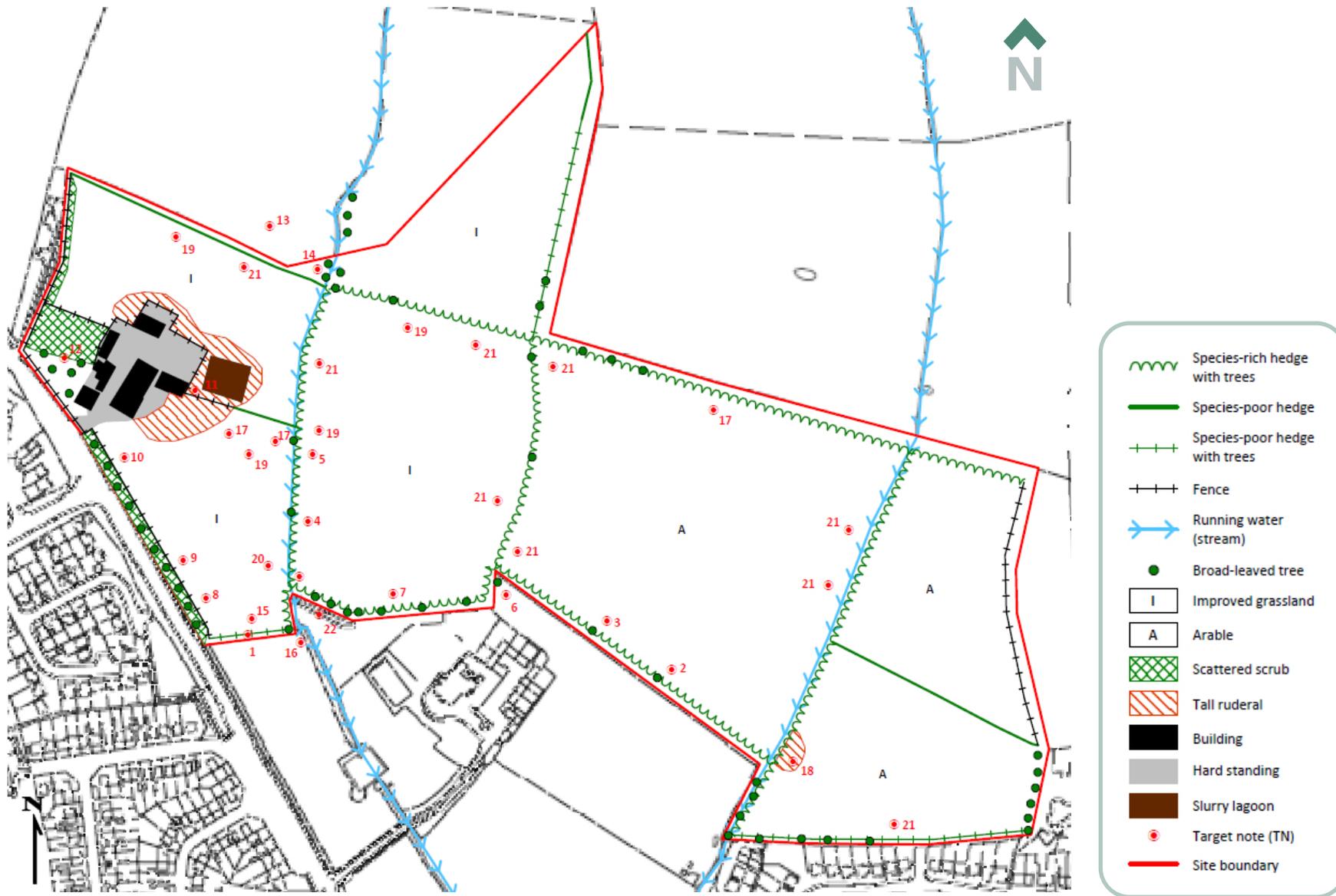


Figure 2.14: Habitats Plan for LCC site

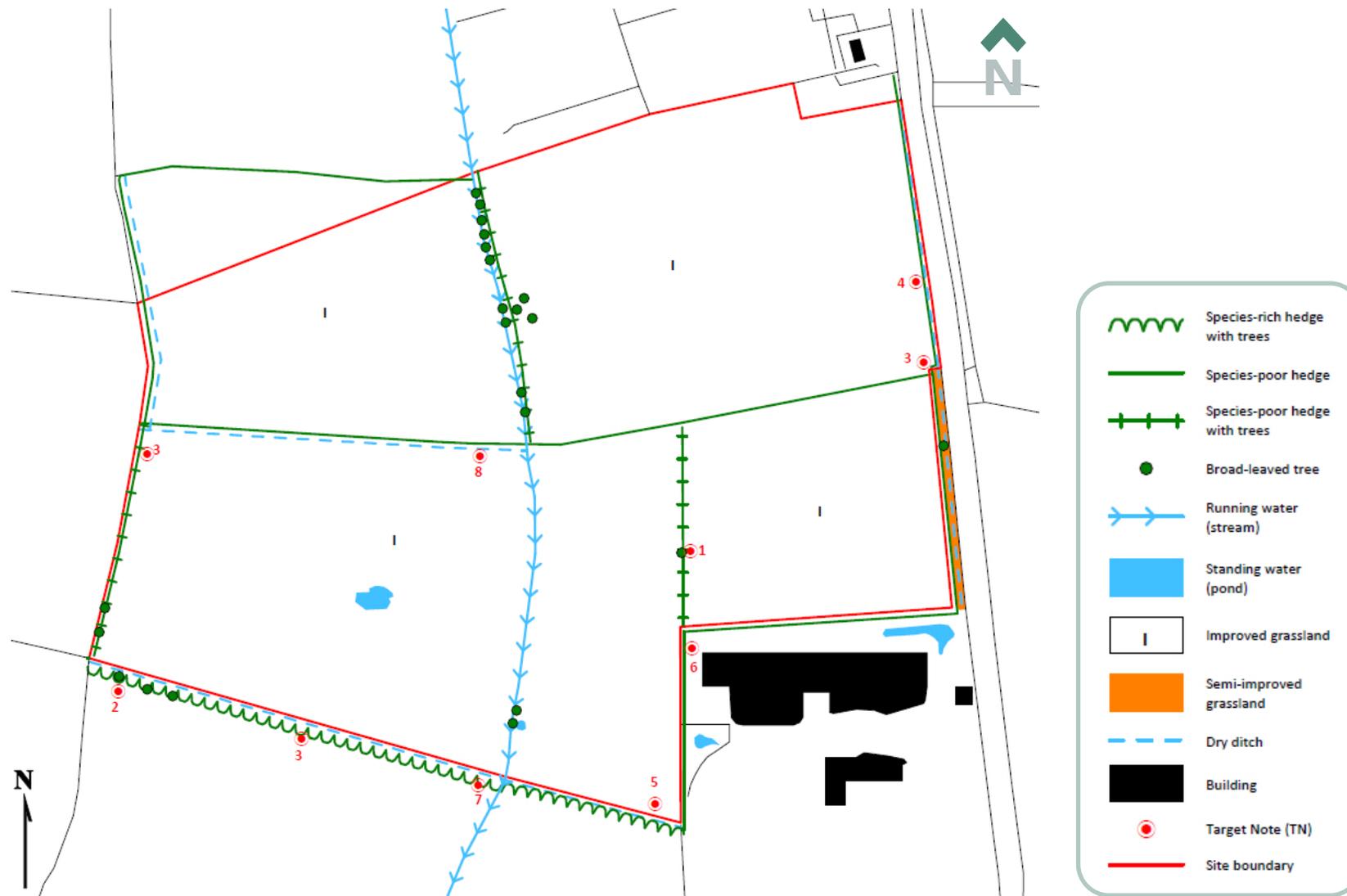


Figure 2.15: Habitats Plan for Bloor Homes site

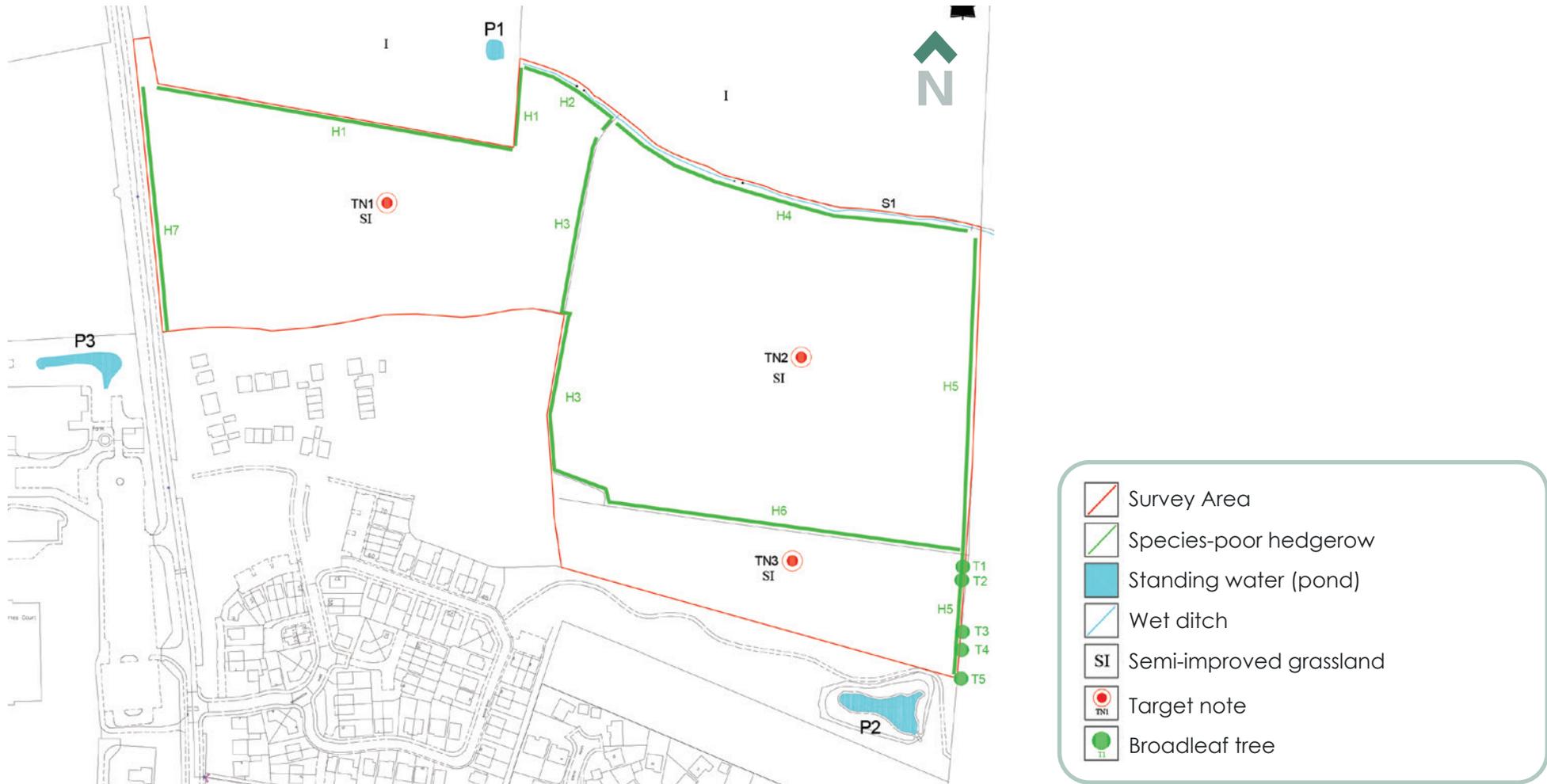


Figure 2.16: Habitats Plan for William Davis site

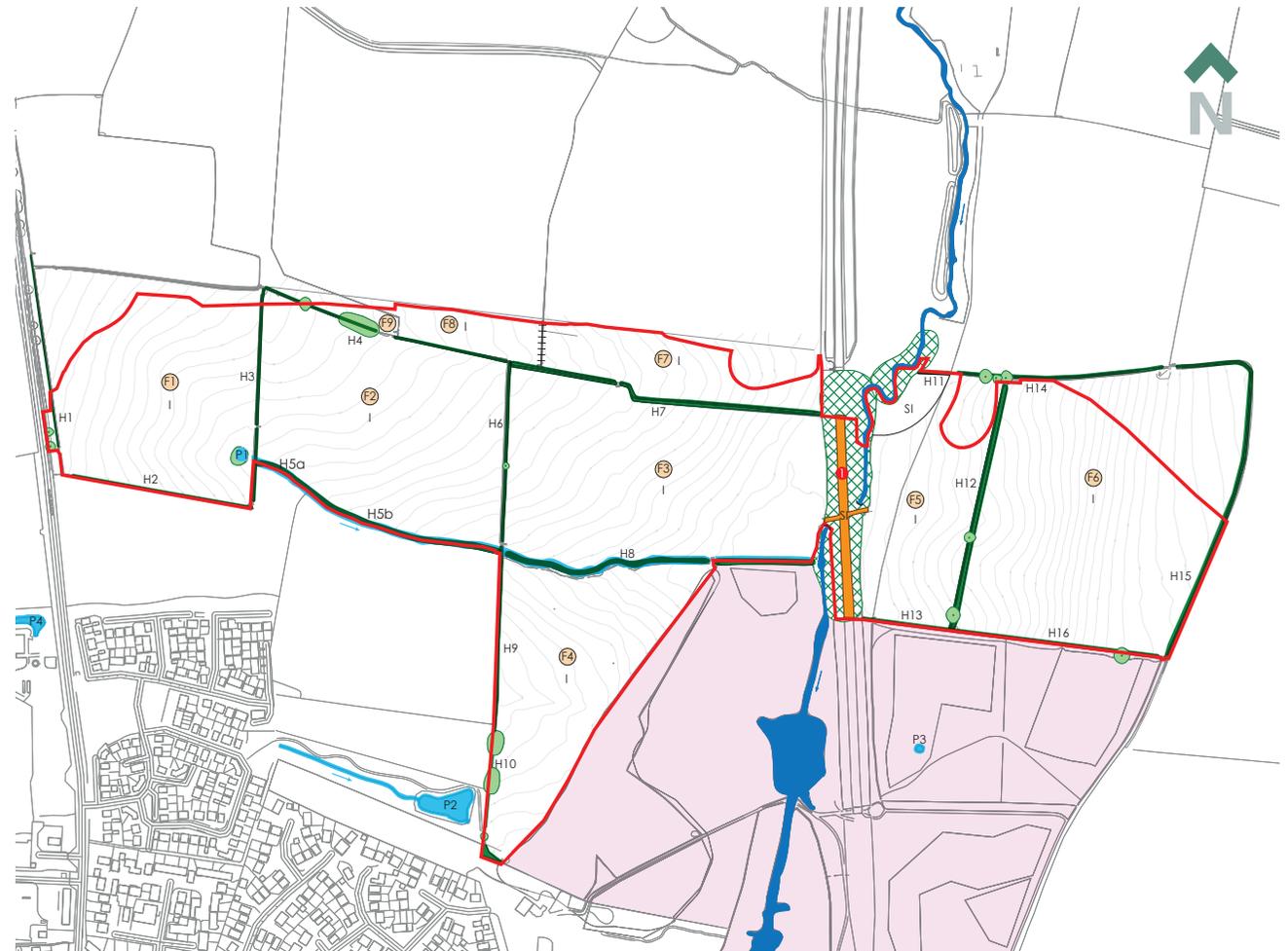
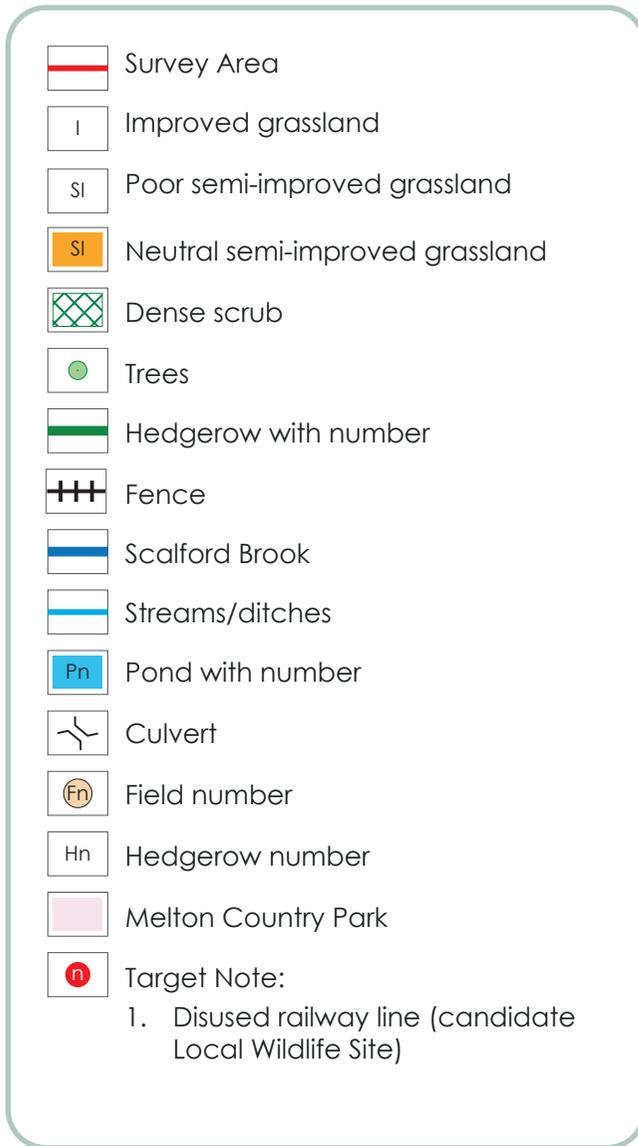


Figure 2.17: Habitats Plan for Barwood Land site.

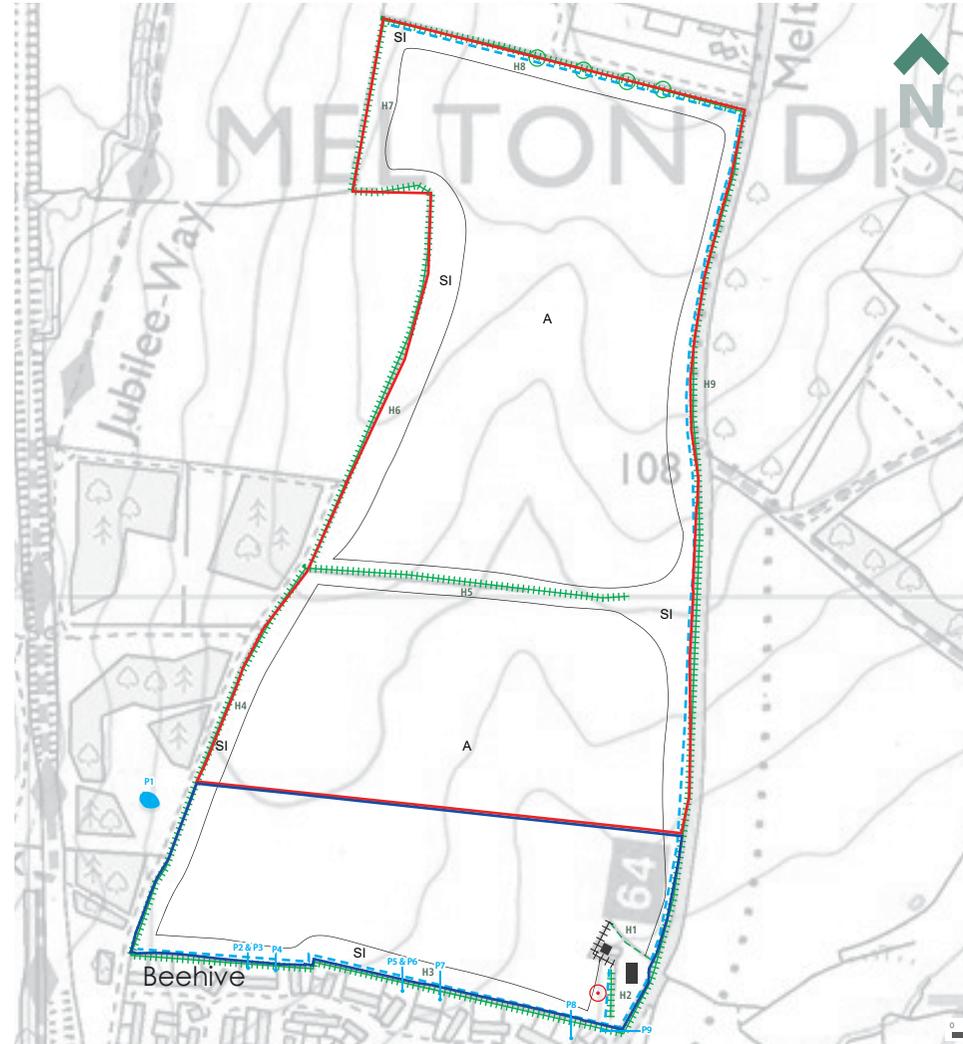
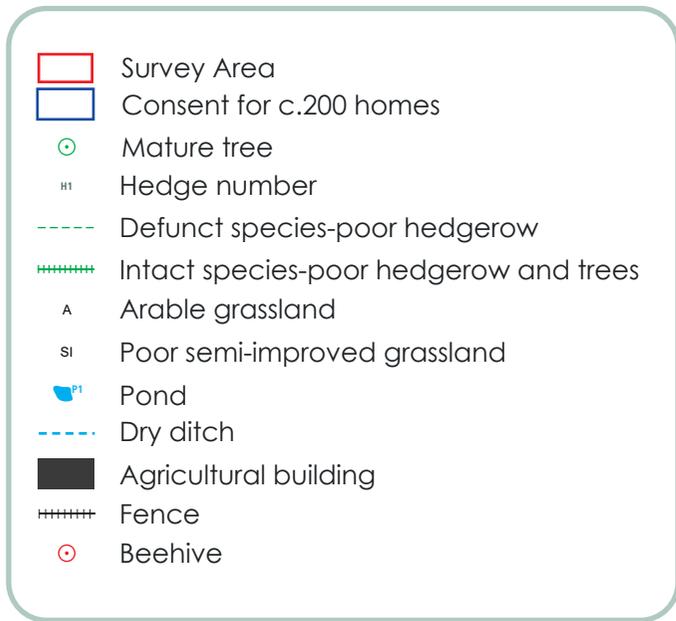


Figure 2.18: Habitats Plan for Taylor Wimpey UK Ltd site.

2.10 TOWNSCAPE AND BUILT CHARACTER

Local Plan Policy D1 requires that buildings and development should be designed to reflect the wider context of the local area and respect the local vernacular without stifling innovative design. A review of the surrounding character and key buildings within Melton Mowbray was undertaken to establish an understanding of the local character.

The existing character of the residential built form adjacent to the Site is typically suburban in character, comprising of mostly 2 storey, detached dwellings set within a street pattern that is dominated by gently winding cul-de-sacs leading off a centrally located circular spine street. Building materials comprise a mix of red and buff brick, with the occasional use of white or cream render and red hanging tiles to the first floor. Brick detailing includes horizontal soldier courses and brick windows sills and headers using contrasting brick shades. Roofs tend to be constructed in a grey or brown concrete tile. The vast majority of this built development was built over the past 30 years.

One of the recently completed residential developments within the vicinity of the Site is that located immediately to the east of Scalford Road, adjacent to the south western corner of the East Site. This area comprises a mix of detached, semi-detached, terraced dwellings, together with a small number of maisonette units. The predominant building height is 2 storeys, albeit there are a number of 2½ storey dwellings which assist in providing a degree of interest to the roofscape. The dwellings are constructed in a mix of red and orange brick shades, together with a mix of slate tiles and red/orange plain tiles and grey and red pantiles.

Taylor Wimpey UK Ltd are currently in the process of constructing 200 new homes immediately to the south of the East Site on the western side of Melton Spinney Road. When complete, the development will comprise a mix of detached, semi-detached and terraced 1, 2 and 2½ storey dwellings. They are to be constructed in a mix of red/brown, red/orange brick and buff brick, with the roofs comprising a mix of blue and grey slate, brown and red pantiles, and red plain tiles. The new homes are proposed to utilise a mix of building detailing, including string bands, corbels, verge dental and eaves dentals.

The John Ferneley College was rebuilt approximately 10 years ago, with the principal school sitting at the northern end of the school site in an elevated position, and orientated along an east to west axis. Its elevated position on the school site means it is prominent in views southwards along Scalford Road. The building comprises a single storey element on its southern side, with three 2 storey clusters to the north. The northern and southern blocks are linked by a double height "street". The external appearance of the school has a contemporary character marked by the use of glazing, render and timber cladding.

The historic core of Melton Mowbray encompasses the town centre with the Market Place at its centre. The importance of the historical core is marked by its designation as a Conservation Area, which contains 97 listed buildings. The majority of the architecture within the historic core dates from the Georgian or early Victorian periods. Most of the buildings within the town's historic core tend to be between 2 and 3 storeys in height, and are built in simple gabled forms set on narrow plots, and grouped together to form continuous frontages creating a strong sense of enclosure. In general terms, the narrow widths of individual buildings, together with 'Georgian' style windows give many of the buildings in the historic core a strong vertical emphasis.



Area of new housing located immediately to the south west of the East Site.



Traditional use of red brick. Bay windows and gabled roofs provide articulation to the streetscene.



Interpretation of the local vernacular within a new housing development in Melton Mowbray.



The historic centre of Melton Mowbray is marked by simple gabled forms and continuous frontages.



Existing residential development located just to the south of the East Site.

3. VISION

3.1 ANALYSIS AND BACKGROUND

“The masterplans will help ensure the delivery of all of the development and infrastructure that is needed in each sustainable neighbourhood, and help ensure that they are well designed and laid out, and integrated into the existing urban fabric.”

Melton Borough Council Local Plan 2011 - 2018

The Vision

The vision is for a comprehensive and coordinated new sustainable neighbourhood that will contribute towards the housing land supply and supporting community infrastructure needed for the current and future population of Melton Mowbray.

The development of the Site will create a distinctive, high quality place which maintains and enhances the qualities and character of Melton Mowbray linking with the existing and emerging areas of the town to the south, including Melton Country Park, and providing a new gateway to the town from the NEMMDR, Nottingham Road, Scalford Road and Melton Spinney Road. The new neighbourhood will be an attractive and high-quality environment that instils a sense of pride in the community and is a desirable place to live. The design and delivery of the Site will be guided by the following principles and aspirations:

- **Local distinctiveness:** the new buildings will draw upon the local vernacular of the area, whilst embracing contemporary approaches to high quality design, so that the new neighbourhood respects the local distinctiveness of Melton Mowbray.

- **Landscape-led:** the design of the new neighbourhood will work with, and value the Site's existing landscape features. The Site's existing trees and hedgerows will be retained to provide the basis for a connected network of green infrastructure within which the new homes will sit and overlook the new public open spaces. This connected network of green spaces will also provide the basis for a series of traffic-free pedestrian and cycle routes running through the development and to existing areas of the town, including Melton Country Park. The new open spaces will encourage active lifestyles and healthy living. A new open space buffer will also be provided around Melton Country Park.
- **Community facilities:** the new homes will be supported by new community facilities, including a local centre; primary school provision; a potential community, health and/or retail use; playing fields and a community hall/changing rooms pavilion; and allotments. These new community facilities will present a range of benefits, including, new local job opportunities, greater opportunities for social interaction, visual stimulation and delight of different building types, and street vitality.
- **Sustainable transport:** the new neighbourhood will promote the use of sustainable modes of transport, including the provision of a new bus route running through the heart of the Site, and a connected network of safe and direct pedestrian and cycle routes.

The above principles will deliver a new neighbourhood that promotes health, wellbeing and social cohesion for new residents to thrive.

Delivering the Vision

Drawing upon national and international research, there are key characteristics that contribute to the success of a new sustainable neighbourhood and what makes a great place to live.

In order to deliver the vision for the Site, these key structuring and spatial design principles have been set out as a series of ten characteristics to guide the design process of the Masterplan. These key principles, aspirations, and design considerations have been followed in the development of this document, and are to be followed by all parties involved in the design approach of the Site.

Detail for each characteristic is set out in the following pages. The ten characteristics are shown opposite.

The ten characteristics that make a great place to live:

- **Context:** enhances the surroundings.
- **Identity:** Attractive and distinctive.
- **Built form:** A coherent pattern of development.
- **Movement:** Accessible and easy to move around.
- **Nature:** Enhanced and optimised.
- **Public spaces:** Safe, social and inclusive.
- **Uses:** Mixed and integrated.
- **Homes and buildings:** Functional, healthy and sustainable.
- **Resources:** Efficient and resilient.
- **Lifespan:** Made to last.

This report has been produced to set out how the detailed design of the Sustainable Neighbourhood should be developed and will ensure that the development of the Site is coordinated. The following sections of this document are to be used by developers to inform their approach to their subsequent planning applications and detailed design.

The response to the Site's landscape features and character, its topography and views are important in terms of how the built form sits within its setting and the visual connections made with both the surrounding countryside and Melton Country Park.

A focal point, or series of features, be it the new primary school provision, one of the new community uses, a green or square will also be important in providing spaces for social gatherings and community events, whilst also aiding the legibility and sense of place of the new neighbourhood.

Another notable feature is how safe the new neighbourhood will feel, and that all streets, lanes, pedestrian/cycle routes and green spaces are overlooked to facilitate good natural surveillance. This in turn will contribute to the sense of a well-connected, walkable neighbourhood where the shared use of streets and lanes encourages slow vehicle speeds.

Creating a distinct character is also highly important, where building vernacular, use of local materials and a high quality of design plays a significant role.

Last, but not least, sustainability is to be a key consideration, by actively promoting energy efficient buildings, healthy and active lifestyles, enhanced wildlife habitats, and sustainable movement and drainage, in order to support the environment.

Design Quality through Best Practice

In developing this Masterplan document, best practice approaches have been followed. These publications include:

- **National Planning Policy Framework (2019)**
- **The National Design Guide (2019)**
- **Building for a Healthy Life (BHL): A Design Toolkit for neighbourhoods, streets, homes and public spaces**
- **Manual for Streets Guidance 2010 - Department for Transport**
- **Active Design (2015) - Sports England**
- **Lifetime Homes**
- **Lifetime Neighbourhoods**
- **Secured by Design**
- **Technical Housing Standards - Nationally Described Space Standard**

These best practice guidance and publications should continue to be used as guidance to achieve best practice design within all planning applications for the Site.

The design approach within the Site should also embrace emerging or replacement design guidance such as Melton Borough Council's Design of Development SPD, which is currently work in progress.

3.2 CONTEXT - ENHANCING THE SITE'S SURROUNDINGS

Understand and relate well to the Site and its local and wider context

The Masterplan for the Site will respond to its existing features by enhancing positive qualities and improving negative ones.

The proposals for the Site will work with the existing undulating topography with a layout that responds and works with the existing slopes, to avoid unnecessary retaining features, to minimise the level of cut and fill, and to utilise the Site's natural falls for determining the location of the new drainage features.

The Site's green infrastructure is to be focussed upon the existing hedgerows, trees and watercourse/ditches, in order to maximise the retention of existing landscape features and to create a logical structure to the Masterplan.

This in turn will create a network of connected green spaces through which a permeable network of traffic-free pedestrian and cycle routes will pass providing connections between the development's new homes and community facilities, together with connections to Melton Country Park, Jubilee Way (footpath E18), public footpath E17, and to Nottingham Road, Scalford Road and Melton Spinney Road.

Views from the Site to Melton Mowbray, particularly Melton Country Park, and to the surrounding countryside are important. The Masterplan will take advantage of the Site's topography to enable strong visual connections to its surrounding context.

The Masterplan will also respond to the Site's surrounding context beyond the site boundary, considering the surrounding buildings, landscape character, areas of sensitivity and protected wildlife, landscape and cultural aspect of the area.

The new neighbourhood will reflect the wider character of Melton Mowbray, taking into consideration local materials and good examples of architecture to influence the design of its built form.

Green infrastructure will be designed to soften and frame views into and within the new neighbourhood. Additionally, a well-designed green infrastructure framework throughout the Site will greatly improve the character of Melton Mowbray, when viewed from the surrounding landscape.

The interface between the new neighbourhood, the NEMMDR and the countryside will be designed as a sympathetic transition between the built environment and the countryside beyond. The new landscaping will respect the Site's location within the 'Melton Farmland Fringe' Landscape Character Area through the incorporation of new hedgerows lined with trees.

The Masterplan for the Site will consider areas of sensitivity, with particular attention paid to the relationship of the new neighbourhood with Melton Country Park, through the provision of new open spaces uses where the Site is bound by the Country Park. It will respect and enhance the existing edge of the Country Park through a design-led approach that maximises the recreation, ecological and landscape value of the open space, rather than the strict application of a standard width buffer.



3.3 IDENTITY - ATTRACTIVE AND DISTINCTIVE

Respond to existing local character and identity

Melton Mowbray is also known as the 'Rural Capital of Food' and is famous for its Pork Pies and Stilton Cheese. The development will seek to build upon the identity of the town through the provision of new allotments and a community orchard.

Melton Mowbray's traditional architectural identity is to a large extent characterised by the Georgian and Victorian buildings found within its historic centre. The Masterplan document will respond to the local vernacular with a focus on the features and characteristics that are distinct to the area.

The new neighbourhood's buildings will be designed to reflect the wider context, including taking reference from good design throughout Melton Mowbray, such as from its many listed buildings and red brick Victorian housing. The new buildings will reference local materials, such as the extensive use of red brick, which in turn is complemented by brick detailing such as string bands, corbels, dental patterns to verges and eaves. However, architectural innovation and contemporary design is to be encouraged, albeit within a framework which responds to Melton Mowbray's local vernacular.

The predominant storey height is to be 2 storeys, although it is recognised that 2½ storey building heights will play a key role in marking the importance of the new neighbourhood's principal streets and creating a varied and interesting roofscape throughout the Site. Equally, it is recognised that the development of the Site presents the opportunity to incorporate new bungalows to provide a much needed dwelling typology, which is particularly suited for an aging population. The provision of new bungalows will help to maximise the age diversity of the development's new residents.

Well-designed, high quality and attractive

The new neighbourhood will be visually attractive with an aim of delighting residents and visitors alike. It will cater for a diverse range of residents and visitors, including existing residents of Melton Mowbray who will be encouraged to access the Site by maximising integration with the Site's surrounding context.

The design of the Site will be of high quality, with elements of consistency between development parcels that tie the neighbourhood together. This will be achieved through the setting out of principles for key aspects of the Masterplan, such as road design and the use of materials within the public realm, albeit without being overly prescriptive and, therefore, stifling design innovation.

New landscaping will be used throughout the neighbourhood to create an attractive and welcoming environment.

Create character and identity

The structure of the Masterplan is shaped by working with, and valuing the Site's existing landscape features, by sensitively responding to its undulating topography, and by locating a number of open space uses alongside Melton Country Park. This will create a green infrastructure framework which defines the location of the new built development, including the pattern of streets and the form, scale and design of the new dwellings and non-residential buildings.

The built form will apply a range of densities across the new neighbourhood to assist in creating a range of identifiable character areas that respond to their location and context within the Site to help create a strong sense of place and assist in creating a legible development.

Developers will be encouraged to introduce new positive qualities to the new neighbourhood that offer high quality design. This could be a response to changing technologies and lifestyles or new and sustainable construction techniques.

3.4 BUILT FORM - A COHERENT PATTERN OF DEVELOPMENT

Cohesive form of development

The new neighbourhood is located alongside the existing northern edge of Melton Mowbray. Its boundary has been determined through the process of developing the adopted Local Plan, and its location benefits from the existing land uses and infrastructure of the town, including John Ferneley College and Melton Country Park.

The Masterplan for the Site will make efficient use of land, whilst balancing the need to provide a connected and cohesive green infrastructure network. The aforementioned landscape-led approach to the masterplan design means that all of the new homes will be located with convenient access to a range of connected open spaces.

The new neighbourhood will be designed around a clear street hierarchy that responds to the Site's existing and proposed new features.

Appropriate building types and forms

The average housing density will be between 30 and 35dph. Within this density framework a range of densities will be provided, with higher densities typically located along the principal streets and lower densities located alongside the peripheral edges. However, the Site's topography will be a key consideration when determining the exact density of development in any given part of the Site.

The Masterplan will deliver a mix of house types and sizes to balance the town's current housing offer. The variety of building types and sizes will be informed by local need and as set out by Policy C2 Housing Mix (Table 8) and the Housing Mix and Affordable Housing Supplementary Planning Document. However, at the detailed design stage, the exact mix will be subject to viability considerations and market conditions, together with site specific circumstances (i.e. topographical considerations).

The new neighbourhood will deliver 15% affordable housing (subject to viability considerations).

Key buildings will help people find their way around and help to create a sense of identity and place. They will be distinct from other buildings and will be located at gateway locations, key junctions, and to terminate views and vistas within the development. The key buildings will utilise a range of building design techniques, including a change in building heights, materials, and building setbacks (subject to topographical considerations). The key buildings will also be used to enhance the attractive quality of the street scene and strengthen the local character. These key buildings will be complemented by a number of key character areas, each of which will be defined by their own design elements, which will combine to make them distinct from other areas in order to create a true sense of place and aid legibility.

Destinations

The new primary provision, local centre, and community facilities will provide new community focal points, which will promote a vibrant and cohesive new neighbourhood. They will inherently become destinations that provide opportunities for people to meet, share experiences and come together as a community.

Given the long, linear shape of the Site, these uses will be located throughout the Site to create a considered spread of community focal points. Most of these community uses will be located alongside the neighbourhood's Spine Street to maximise their accessibility, including via a bus route which will run along the Spine Street.



3.5 MOVEMENT - ACCESSIBLE AND EASY TO MOVE AROUND

An integrated network of routes for all modes of transport

The movement network will give people the maximum choice on how to make their journeys. This includes by public transport, by foot, by bicycle and by car. A Travel Plan will be submitted to MBC to explain the detail of how this will be delivered for the new neighbourhood.

Priority is to be given to pedestrian and cycle movement through the development's areas of public open space with safe, direct and convenient routes that connect key destinations within the neighbourhood, such as the primary school provision, the local centre, the playing field and community hall/changing rooms pavilion, and the potential community, health and/or retail use.

Pedestrian connections are to be provided to Melton Country Park, to facilitate early east to west movement through the Site via the existing pedestrian routes within the northern parts of the Country Park. Equally, new pedestrian connections will be provided to the Jubilee Way and public footpath E17 where it passes through the Site. This will facilitate further integration with Melton Country Park, as well as facilitate access to the countryside to the north of the Site. Additionally, a network of traffic-free routes will be provided through the development to connect to its key destinations.

A traffic-free connection onto Melton Spinney Road will provide a connection to National Cycle Route 64. To the north west of this access point, a pedestrian crossing point provided as part of the NEMMDR will facilitate pedestrian integration between the main body of the Site and the area located to the north of the new distributor road. New pedestrian and cycle connections will also be provided to Taylor Wimpey UK Ltd's existing development currently under construction.

A bus route running along the Spine Street will connect the neighbourhood to the town centre and local employment opportunities. Accessible bus stops will be located along the Spine Street.

A clear structure and hierarchy of connected streets

The new neighbourhood's streets will form an important part of its public realm. A well-connected and permeable street pattern will create the basis for walkable and cyclable neighbourhood. This will be supported by high quality, safe and direct pedestrian and cycle routes, including routes running through the new neighbourhood's green infrastructure network.

A clear route hierarchy has been developed for the neighbourhood that follows the LCC Highways Design Guide, while also being based upon the principles of good urban design, in order to contribute its character and sense of place. The overarching principles of this route hierarchy are as follows:

- **NEMMDR:** Linking the A606 Nottingham Road to the A606 Burton Road, it will provide access to the Site via Nottingham Road, Salford Road and Melton Spinney Road.
- **Spine Street:** Will form the principal route through the new neighbourhood. It will run through the entire length of the Site and will accommodate a bus route. It will include a footway/cycleway to one side and a footway to the other side. The buildings fronting the Spine Street will create a formal character created by a general uniform appearance.
- **Secondary Streets:** Will lead off the Spine Street, providing connections to the development's peripheral areas. They will be marked by a less formal character than the Spine Street, but will not be as informal as the Mews, Lanes and Courtyards.
- **Mews, Lanes and Courtyards:** A series of shared surface streets where traffic movements will be relatively low. They will typically form the interface with the neighbourhood's areas of green infrastructure and will contain the highest level of variation with respect to dwellings types in order to create a varied and interesting townscape.

The proposed street hierarchy will fulfil a number of overlapping functions:

- **Legibility:** A clear hierarchy of routes will help residents and visitors alike to understand the new neighbourhood's structure and, therefore, navigate their way around the development successfully.
- **Traffic flows:** The design and character of the streets will consider the volume and type of traffic each typology will accommodate.
- **Character:** Each street typology will be marked by differing built form treatments with respect to their built form to create the basis for a varied and interesting development.
- **Permeability:** A permeable street pattern will compliment a connected network of pedestrian and cycle routes to provide a choice of routes and encourage more sustainable movement patterns, particularly for local trips.
- **Community safety:** The new streets will be fronted by the new buildings, so that they benefit from high levels of natural surveillance.

Well-considered parking, servicing and utilities infrastructure for all users

How car and cycle parking is arranged has a fundamental effect on the quality of a place. Sufficient and well-designed car and cycle parking will be provided for the new dwellings, the local centre, the primary school provision, and all of the new neighbourhood's community facilities.

Car and cycle parking will comply with the Leicestershire Highway Design Guide for parking provision. The parking strategy will comprise both on-street and off-street parking, and will be integrated into the built form so as not to dominate the street scene. In addition, consideration for visitor parking will be incorporated into plans.

Access for service emergency vehicles will be incorporated into road design.

Bins are to be stored in rear gardens wherever possible, or in enclosed storage areas so they are not visible from the street. Collection areas will be provided for properties with shared private driveways.



3.6 NATURE - ENHANCED AND OPTIMISED

Provide high quality, green open spaces with a variety of landscapes and activities, including play

The new neighbourhood will provide a network of high quality, usable green spaces that work with the existing topography, retain existing features such as the watercourses through the Site, and Site's hedgerows and trees, and retain and enhance areas of ecological value.

Furthermore, an additional function of the new green infrastructure will be to locate a range of open space uses alongside Melton Country Park, in order to create an open space buffer between the new built development and the existing Country Park.

A range of green infrastructure typologies of various sizes and locations across the Site will be high-quality, robust and designed to be adaptable over time. The green infrastructure will accommodate both existing and new landscape features, formal and informal play, space for exercise, and places for rest. They will cater for everyone, including people with disabilities, with a range of functions to suit diverse needs such as seating, play areas, educational opportunities, picnic areas, sports pitches and quiet spaces.

Improve and enhance water management

Sustainable Drainage Systems (SuDS) will form an integral part of the development's green infrastructure to provide drainage, landscape and ecological benefits.

It should be noted that SuDS cannot be integrated within the highways network, as the Highways Authority have confirmed that they do not adopt SuDS.

The proposed SuDS features will mimic the natural water cycle and follow the 'treatment train' to protect and enhance water quality, and minimise surface water run-off and the risk of flooding.

Support rich and varied biodiversity

Biodiversity Net Gain is development that leaves biodiversity in a better state than before. The new neighbourhood will achieve a degree of net gain in accordance with Policy EN2 (Biodiversity and Geodiversity) of the Melton Local Plan.

Given that the majority of the Site is considered to be of negligible ecological value, the landscape proposals for the Site will include habitat enhancement, restoration and creation. This will include creating a connected green infrastructure framework to maintain and improve wildlife connectivity, retention and enhancement of the retained hedgerows, and the creation of diverse wildflower grassland areas.

The new neighbourhood will incorporate new biodiversity opportunities to benefit a wide range of habitats and species, including for the population of Great Crested Newts present within Melton Country Park and the adjacent balancing pond located close to the western section of the East Site's southern boundary.



3.7 PUBLIC SPACES - SAFE, SOCIAL AND INCLUSIVE

Create well-located, high quality and attractive public spaces

The new neighbourhood's public spaces and streets will support an active life for everyone, and will be designed to be inclusive for everyone who may wish to use them for activities such as socialising, informal doorstep play, resting and movement.

Notwithstanding the Site's topography, gradients across the Site are to be kept to a minimum and steps in public space are to be avoided.

The proposed street hierarchy responds to the types of uses and activities that could occur across the neighbourhood. They will be designed to instil a sense of pride and ownership by creating attractive and multi-functional environments.

The new neighbourhood will deliver a connected network of high-quality green infrastructure. The green infrastructure will be multi-functional, accommodating surface water attenuation features, incorporating of existing natural assets and vegetation, additional and enhanced landscaping, space for new and existing wildlife habitats, the Jubilee Way (footpath E18) and public footpath E17, and a range of play opportunities, all of which will be connected by a network of direct and permeable pedestrian and cycle routes.

The public open spaces will be attractive, and include play areas designed for a wide range of ages with inclusive play elements offering disabled children the same play opportunities as other children. The public open spaces will also include areas for sports and exercise, allotments, a community allotment, seating, areas for relaxing, large areas for community gatherings and small local parks.

A network of permeable movement routes will connect with the key areas of public open space, community facilities and surrounding destinations in order to create an integrated development that will support active life choices. The new community facilities will benefit from having accessible parking spaces.

Provide well-designed spaces that are safe

All streets and green spaces will be designed as social spaces that feel safe for residents, visitors and passers-by. The new dwellings will provide active frontages and good natural surveillance to all public spaces.

Make sure public spaces support social interaction

The new neighbourhood's public spaces will provide opportunities for comfort, relaxation and stimulation for all, accommodating people with different needs to assist with combating social isolation and loneliness.

The new neighbourhood will enable people from all walks of life to meet and spend time together. The areas of open space will be designed as sociable spaces, increasing the length of time people spend in them.

Street design will include areas where residents will pass each other and front gardens will provide an opportunity for passers-by to interact with their neighbours.



3.8 USES - MIXED AND INTEGRATED

A mix of uses

The new neighbourhood will provide a range of community facilities, including a local centre; primary school provision; space reserved for a potential community, health and/or retail use; playing fields and a community hall/changing rooms pavilion; and allotments. These uses have been established to fulfil the short term and future needs of the new neighbourhood through reports and studies commissioned by Melton Borough Council, as evidence base to support the Local Plan.

In addition, 1.22ha of land for the potential expansion of the John Ferneley College, is included within the development proposals.

A mix of residential tenures, types and sizes

The new neighbourhood will provide a variety and choice of new homes to suit a range of needs and ages. This will include new affordable tenures, which will provide affordable housing options for families, younger people, people with physical disabilities, and people with mental health needs.

The housing mix for the new neighbourhood will have regard to Policy C2 (Housing Mix) of the Melton Local Plan. The optimum housing mix requirements for market and affordable housing are set out in Table 8 of the Melton Local Plan and the new neighbourhood will follow these requirements wherever possible, but with due regard to market conditions, housing needs and economic viability and taking account of site-specific circumstances.

The new neighbourhood aspires to deliver up to 15% affordable housing, subject to viability, to meet the needs of the Borough. A mix of affordable tenures will be well-integrated throughout the development, and designed to the same high quality as the private dwellings to create tenure neutral homes and spaces, where no tenure is disadvantaged.

Socially inclusive

The new development will promote social inclusion by creating a balanced and mixed neighbourhood, with a range of community facilities located throughout the Site in accessible locations, in order to maximise the potential for social interaction and integration.

The primary school provision will contribute to a sustainable neighbourhood, supporting families, helping to improve outcomes and life chances for children.

3.9 HOMES & BUILDINGS - FUNCTIONAL, HEALTHY AND SUSTAINABLE

Healthy, comfortable and safe internal and external environment

The new neighbourhood's buildings will be functional, easy to use, comfortable, safe, secure and have appropriately sized amenity space. The new buildings will also be accessible and adaptable so that they provide a good quality of life for the occupants and users of buildings.

Wherever practicable (and subject to viability considerations), the new dwellings will incorporate technologies, features or design techniques that provide energy efficiencies, are cost effective to run and help to reduce greenhouse gas emissions, such as appropriate insulation and efficient heating systems.

Dwellings within the new neighbourhood should be well-designed and provide a good standard and quality of internal space. Developers will be encouraged to design homes that are comfortable and convenient and support the changing needs of individuals and families at different stages of life.

New tree planting throughout the new neighbourhood will be used to influence the micro-climate, reducing energy costs for heating and cooling buildings. They will also remove pollution from the air and help to reduce urban heat island effects.

Well-related to external amenity and public spaces

Buildings within the development will be carefully integrated with their private, shared and public external spaces to provide a reasonable degree of privacy for amenity spaces and to respond to the local character.

All areas of the development will have quality surfacing and plot frontages, well-considered movement routes and access to outdoor public open spaces for informal recreation.

Private amenity space will be located to the rear or side of dwellings and have a reasonable degree of privacy provided by garden boundaries.

To create positive streetscenes, open space will be designed with clear definition and enclosure between public and private spaces.

External spaces are to be designed with robust materials, fit for purpose. The use of materials on adopted roads will conform with LCC Highways Design Guide.

The new buildings should front onto the public realm to create lively, active and well-supervised streets and public open spaces to provide natural surveillance and create an environment that feels safe.

Attention to detail: storage, waste, servicing and utilities

The external design of the new dwellings in the new neighbourhood will pay careful attention to detail with a consistent approach to the appearance of items such as drainpipes, gutters and meter boxes.

Brick detailing, window surrounds, doors, porches and chimneys are to be used to provide design quality, variety, detail and interest across the development.

Careful design will ensure bin storage is discretely located, whilst being accessible and well-integrated within the design of the new buildings. The bin storage should be sufficient for the black bin, brown bin and garden waste bin that are used by MBC's refuse collection service. The adoptable streets will be designed to accommodate bin lorries. Bin collections areas will be provided for private drives.



3.10 RESOURCES - EFFICIENT AND RESILIENT

Follow the energy hierarchy

It is recognised that MBC have declared a climate emergency. Therefore, to achieve a sustainable development, an approach will be implemented based on the Central Government preferred energy hierarchy. In the first instance the most effective way of reducing carbon emissions is to reduce energy demand.

The development will promote energy efficient homes with a 'fabric first' approach where homes benefit from high levels of insulation and are air-tight. This approach will help to reduce carbon emissions and contribute towards low cost living.

Focussing on the building fabric first, is generally considered to be more sustainable than relying on energy saving technology, or renewable energy generation, which can be expensive, can have a high embodied energy and may or may not be used efficiently by the consumer.

Having energy efficiency integrated into the building envelope can mean occupants are required to do less to operate their building and not have to adjust their habits or learn about new technologies. This can result in less reliance on the end user regarding the buildings energy efficiency.



A whole systems approach to energy efficiency in the new neighbourhood will include:

- The ability for local food production with the provision of allotments and a community orchard.
- Integrated approach to energy.
- Sustainable travel, including a bus route through the heart of the development.
- SuDS features.

Selection of materials and construction techniques

The development of the Site will accord with the following principles wherever possible to encourage sustainable use of materials:

- Use of recycled materials and products, including aggregates, where appropriate.
- Buy materials and products locally.
- Minimise use of non-renewable resources.
- Maximise resilience
- Avoid products whose manufacture, use or disposal causes harmful by-products.
- Choose materials with low embodied energy.
- Specify timber from independently certified, well managed forests bearing the Forest Stewardship Council (FSC) logo.

3.11 LIFESPAN - MADE TO LAST

Wellmanaged and maintained

The new neighbourhood will be designed and brought forward so management and maintenance responsibilities are clearly defined for all parts of a development to retain the resilience, attractiveness and quality of the neighbourhood.

To achieve this, clear definition between private and public space will be implemented through a boundary treatment or a clear change in the use of materials.

Soft landscape will be chosen to thrive without excessive maintenance. For example, wildflower meadow can be used in appropriate locations that require minimal maintenance and also contribute to wildlife and ecological enhancements. All open space areas should be accessible by maintenance vehicles.

Small areas of land, such as shrub beds located within street spaces that require frequent maintenance will be kept to a minimum.

Both public and private areas will be designed with robust materials, suitable for their use and that are easily replaced.

To sustain the quality of the public realm and open spaces, a management strategy for the initial establishment of landscape and the ongoing management of both hard and soft landscape in public space should be set out by developers for a minimum period of five years. It is anticipated that the open spaces will either be adopted by MBC to agreed standards or maintained by a private management company.

Adaptable to changing needs and evolving technologies

The new public open spaces will be inclusive and accessible providing a range of activities and functions for all.

Private gardens are to be designed so that they can be adapted to support the changing needs of individuals and families at different stages of life.

Wiring suitable for vehicle charging points should be provided within garages and serving dedicated parking spaces.

A sense of ownership

All buildings should front onto streets and spaces to create lively, active and well-supervised streets and public open spaces. Quality street surface and plot frontages will both contribute to a pedestrian friendly environment and attractive streetscapes.

Each street will provide an attractive place to live, pass through or enjoy and each streetscape typology will have a defined character and role within the development. All streets and green spaces will be designed as social spaces with good natural surveillance.

3.12 PRINCIPLES OF 'ACTIVE DESIGN'

Design to support active lifestyles

The National Design Guide puts an emphasis on active travel and the design of public realm and public open space to support active lifestyles. The guide states “well designed public spaces, particularly streets, are designed to support an active life for everyone”.

Sport England have published a document ‘Active Design - Planning for health and wellbeing through sport and physical activity (Oct 2015)’. This document goes into detail about designing the environment to encourage active lifestyles.

MBC promotes the ‘Active Design’ principals from this document and these are supported within the Local Plan policy.

Key Principles of ‘Active Design’

“Active Design takes a fresh look at the opportunities to encourage and promote sport and physical activity through the design and layout of our built environment to support a step change towards healthier and more active lifestyles.”

The Ten Principles of Active Design are identified by drawing from urban design practice and practical examples to promote environments that offer individuals and communities the greatest potential to lead active and healthy lifestyles.

The Active Design Principles can be applied to many different forms of development across many different settings and apply equally to the design of new places and the enhancement of existing places. While not all the Active Design Principles will be relevant or appropriate to all scenarios and settings, achieving as many of the Active Design Principles as possible will assist in optimising opportunities for active and healthy lifestyles.

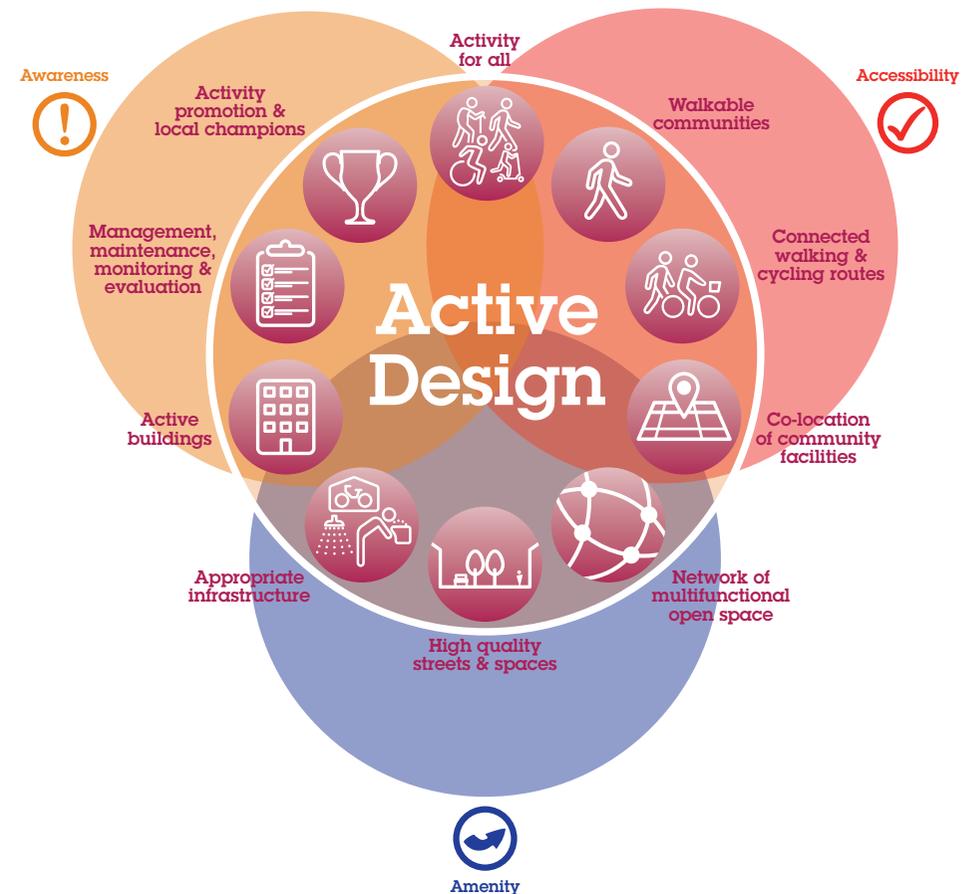


Figure 3.1: The Ten Principles of Active Design.

Examples of the application of 'Active Design'

Are the routes provided, where feasible, shorter and more direct than vehicle routes?

- Where feasible pedestrian and cycle routes to be shorter and more direct than vehicle routes.
- Segregation of some pedestrian and cycle routes from road traffic, but also ensure those routes which are segregated provide a sense of safety.
- Routes should benefit from prominent positions, wayfinding and natural surveillance to encourage use.
- Pedestrian and cycle routes should be overlooked and well-lit wherever possible.
- Use of continuous footways and parallel crossings are encouraged.



Delivering 'Active Design'

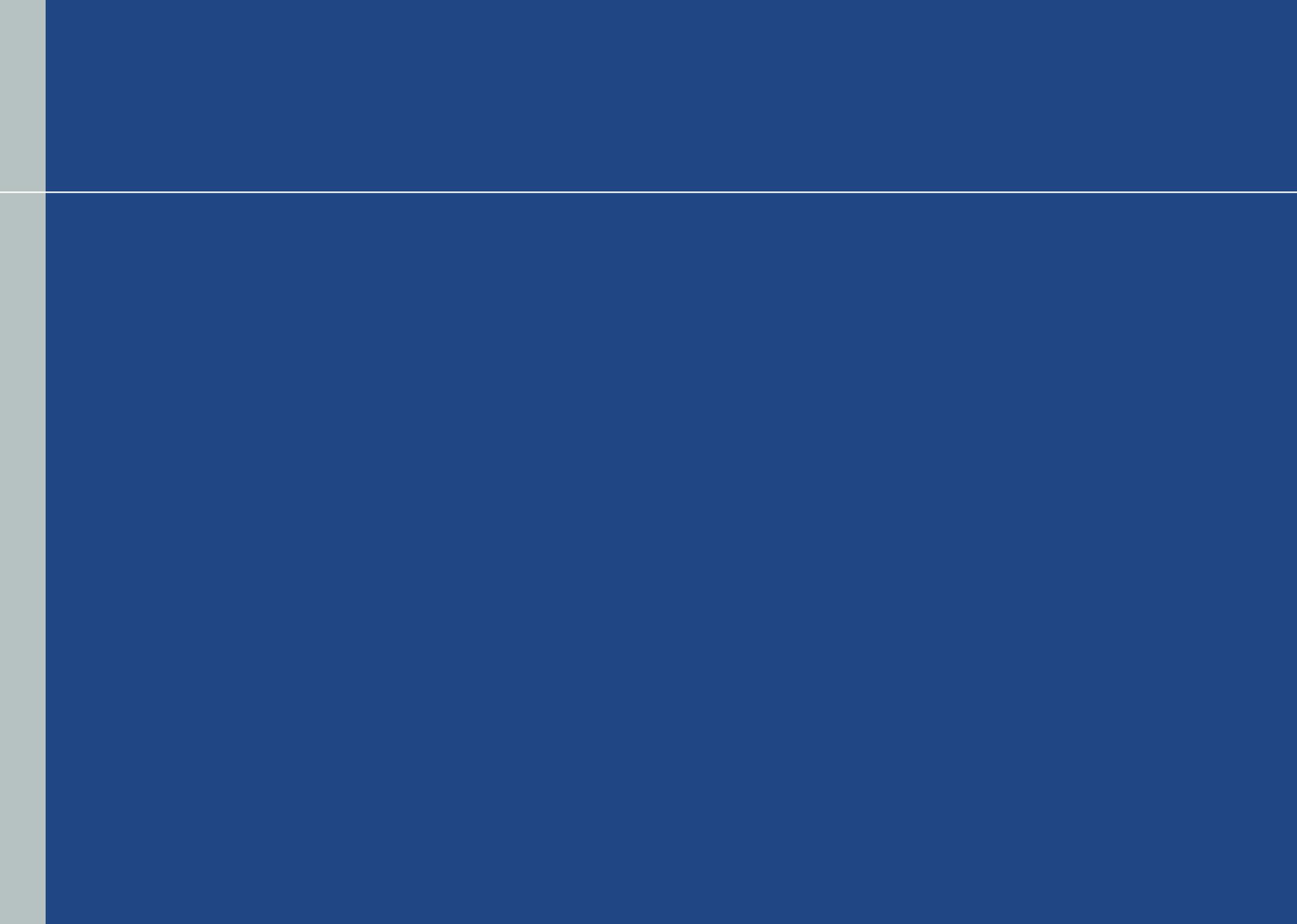
The Masterplan proposals should actively seek to address the Ten Principles of Active Design through close consultation with key stakeholders, including MBC.

Within the new neighbourhood, the proposed new homes, the local centre, primary school provision, community facilities and green infrastructure will be well-connected by safe and direct pedestrian and cycle routes. These routes will be safe, well-lit, overlooked wherever possible, well maintained, durable and clearly signposted. This will help to maximise the convenience and appeal of walking and cycling, particularly for local trips.

Due to the linear nature of the Site and the likely phasing of the development, early pedestrian connections will be provided to Melton Country Park to facilitate early east to west movement through the East Site via the existing pedestrian routes within the northern part of the Country Park. These early connections will also help to integrate the new neighbourhood with its wider context at an early stage of its development. Consequently, the new residents will benefit from convenient and easy access to Melton Country Park and use the traffic-free routes within it that lead south towards the town centre of Melton Mowbray.

The new neighbourhood's connected network of multifunctional open spaces will support a range of activities, including sport, recreation and play. These spaces will accommodate a range of landscape features, such as SuDS features, new and existing landscaping, wildlife habitat and productive landscapes in the form of the allotments and community orchard.

The new streets and public spaces will be of a high quality by employing high quality, durable materials, street furniture and signage.



PART 2
MNSN EAST of Scalford Road



4. MASTERPLAN

The masterplanning proposals for both the MNSN as a whole, and subsequently for the East Site, have been subject to an in-depth process of consultation between the developers, and their respective consultant team, with Officers from LCC and MBC, together with other key stakeholders. This chapter is split into three sections.

The first section sets out the “Masterplan Processes” that were undertaken between August 2017 and July 2019 and which consequently shaped aspects of the “settled” Concept Masterplan for MNSN East previously referred to in this document. These processes took place before the design work on the current Concept Masterplan for the Site was commenced in September 2019 and comprised consultation and dialogue in relation to the NEMMDR and MBC’s own masterplanning work in relation to the wider MNSN.

The second section sets out the evolution of the Concept Masterplan from September 2019 to the present time, which built upon the masterplan processes that helped shape the proposals for the MNSN and the East Site up to and including July 2019.

The third section briefly summarises the finalised version of the East Concept Masterplan, which forms the basis of the design proposals for the Site East of Scalford Road, outlined in this part of this Masterplan document.

4.1 MASTERPLAN PROCESSES

August 2017

In August 2017, the developers undertook initial dialogue with Richborough Estates who are the promoters of the area of the MNSN immediately to the west of Scalford Road. Richborough Estates shared their most up to date masterplan at the time, as illustrated by Figure 4.1: Richborough Estates Illustrative Masterplan – August 2017.

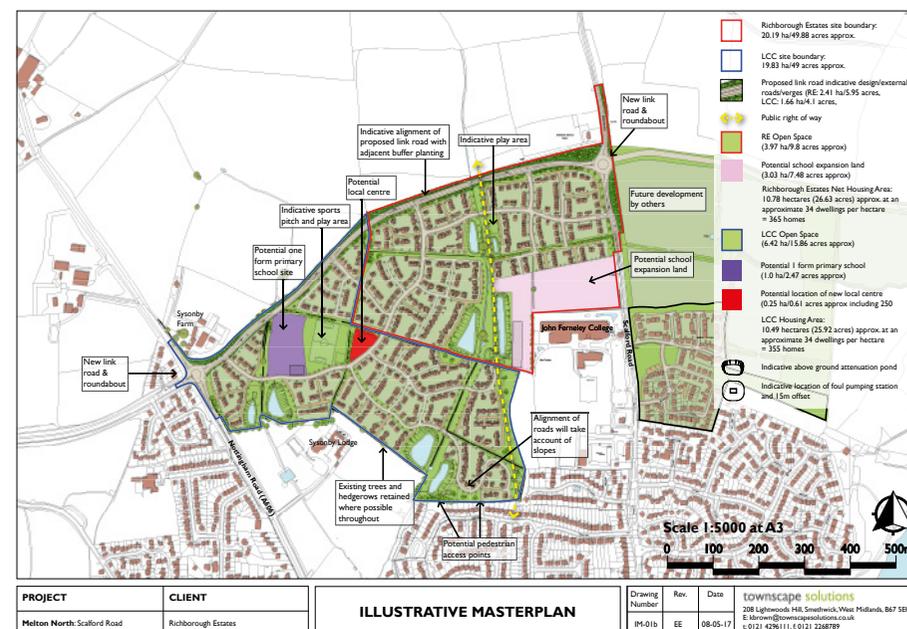


Figure 4.1: Richborough Estates Illustrative Masterplan – August 2017.

11th September 2017

A meeting was called by LCC on 11th September 2017, held at County Hall, to discuss their initial proposals for the alignment of the NEMMDR, as illustrated by Figure 4.2 - Preliminary Design Proposals for the MMDR (Plan 1) and Figure 4.3 - Preliminary Design Proposals for the MMDR (Plan 2). This meeting was attended by representative from the developers, together with Officers from LCC and their consultants AECOM.

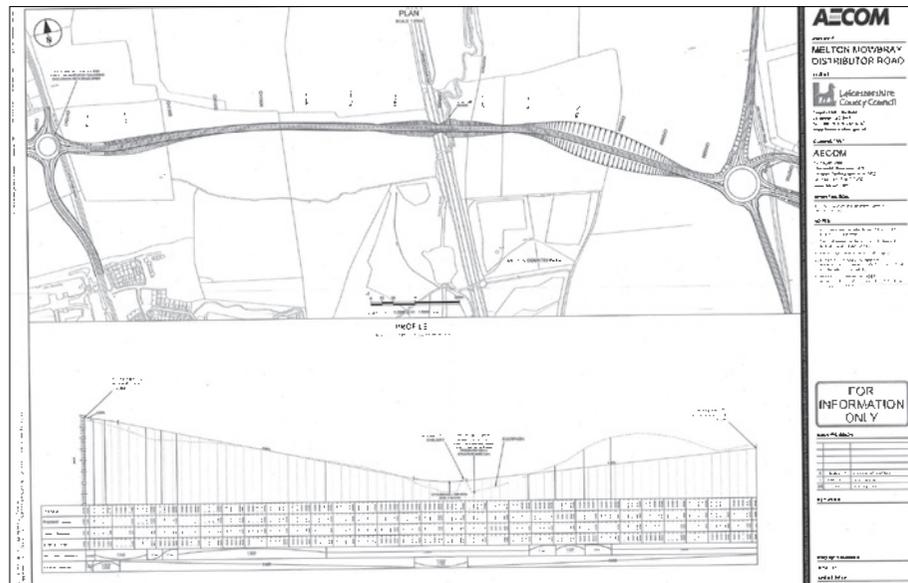


Figure 4.2: Preliminary Design Proposals for the MMDR (Plan 1) – September 2017.

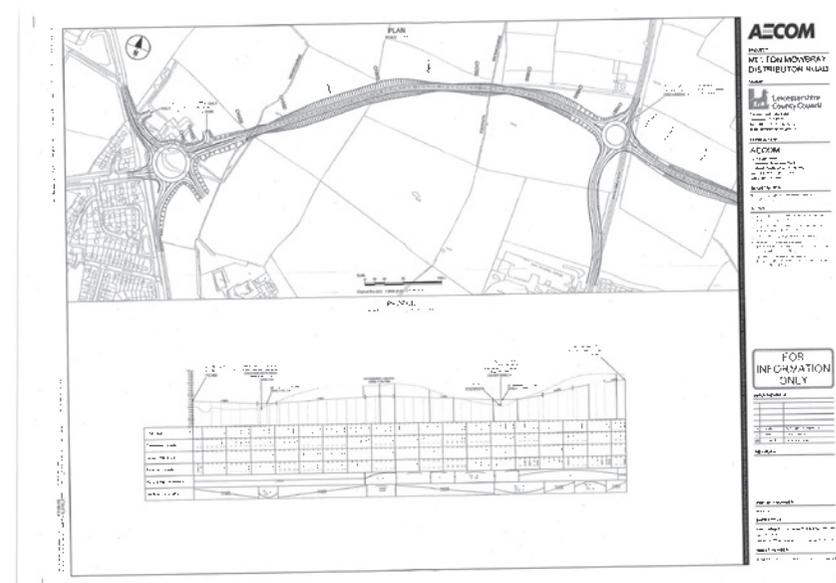


Figure 4.3: Preliminary Design Proposals for the MMDR (Plan 2) – September 2017.

Prior to this meeting, Phil Jones Associates acting on behalf of Richborough Estates, submitted an amended arrangement on behalf of Richborough Estates, to illustrate a revised alignment and arrangement for a five arm Scaford Road/MMDR roundabout, and a smaller three arm roundabout located to the south on Scaford Road to facilitate access to Richborough Estates' land, as shown by Figure 4.4. The five-arm roundabout provided an access into the north western corner of the East Site.

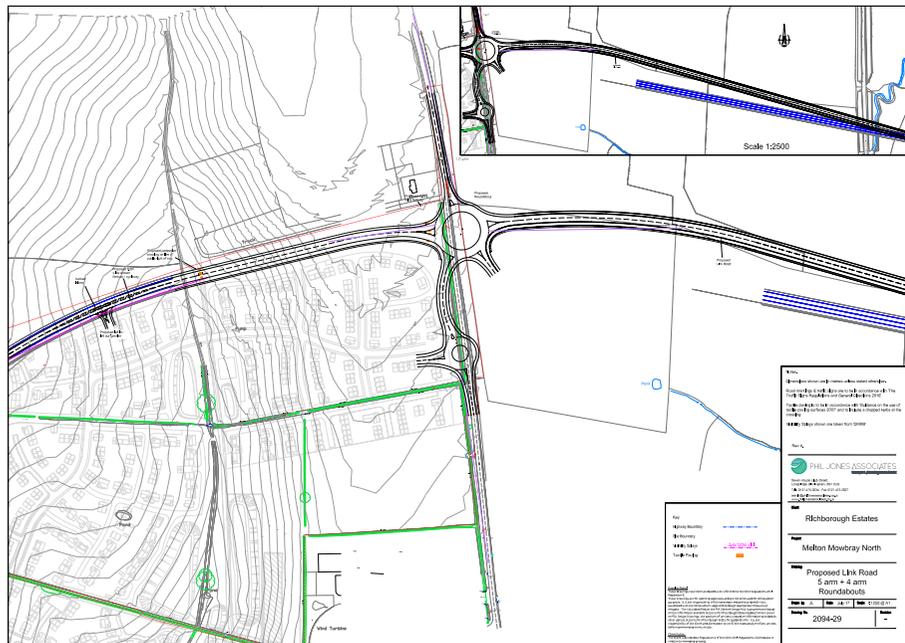


Figure 4.4: Proposed alternative roundabout arrangements - September 2017.

At the meeting it was suggested that the southerly roundabout could be amended to include a fourth arm to provide a second point of access to the East Site from the west. AECOM went away to consider the possible relocation north eastwards of the larger roundabout, in order to provide greater separation between the two roundabouts.

During this time, LCC had been progressing a public consultation exercise, which took place between 2nd September and 15th October 2017. The consultation exercise invited comment on LCC's preferred route option, as shown on Figure 4.5.

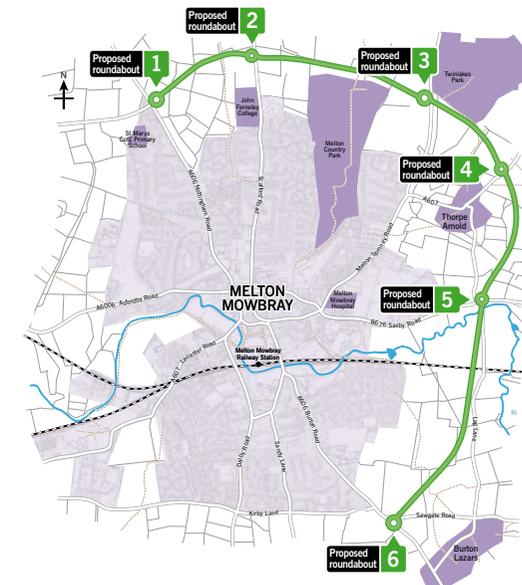


Figure 4.5: The preferred route option from public consultation exercise carried out in September and October 2017.

3rd October 2017

A meeting was held on 3rd October 2017 at MBC's offices, attended by Officers from MBC and LCC, together with representatives from the developers. Prior to the meeting, revised proposals prepared on behalf of LCC for the MMDR were circulated, as illustrated by Figure 4.6: Revised Design Proposals for the MMDR. These revised proposals relocated the MMDR to a more northerly alignment, and included a fifth arm off the Scaford Road/MMDR roundabout leading into the north western corner of the East Site.

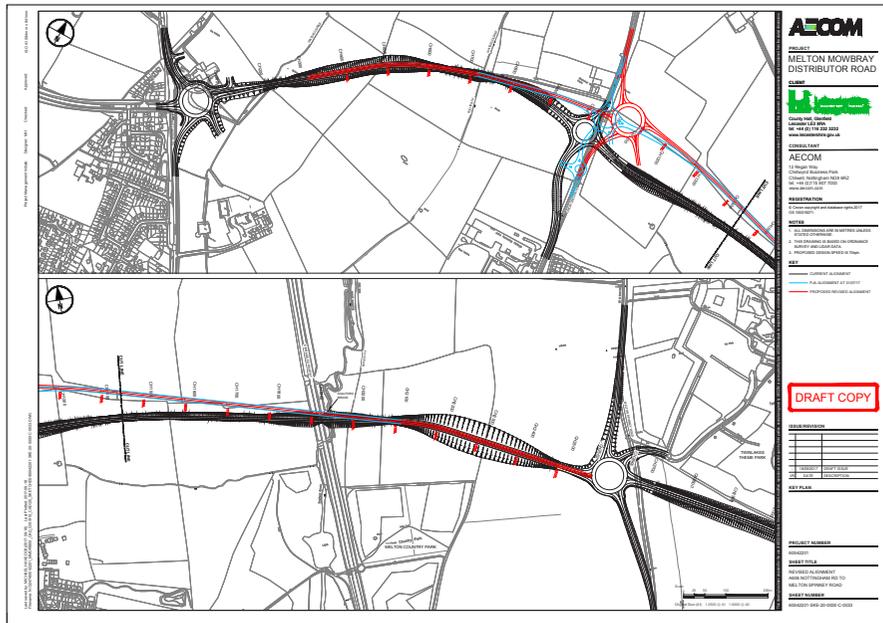


Figure 4.6: Revised Design Proposals for the MMDR – October 2017.

Debate and discussions at the meeting focussed upon the impact of the proposed Melton Spinney Road/MMDR roundabout on the easternmost parts of the East Site. At the meeting, David Tucker Associates, representing Taylor Wimpey UK Ltd, tabled two plans which illustrated two alternative locations for the new Melton Spinney Road/MMDR roundabout, as illustrated by Figure 4.7: Option 1 for alternative Melton Spinney Road Roundabout/MMDR Roundabout, and Figure 4.8: Option 2 for alternative Melton Spinney Road Roundabout/MMDR Roundabout.

The Option 1 arrangement proposed a more northerly location for the roundabout, whilst Option 2 proposed a more easterly location for the roundabout. Both options proposed a more northerly alignment of the MMDR, in order to minimise impacts of the new road splitting the easternmost parts of the East Site.

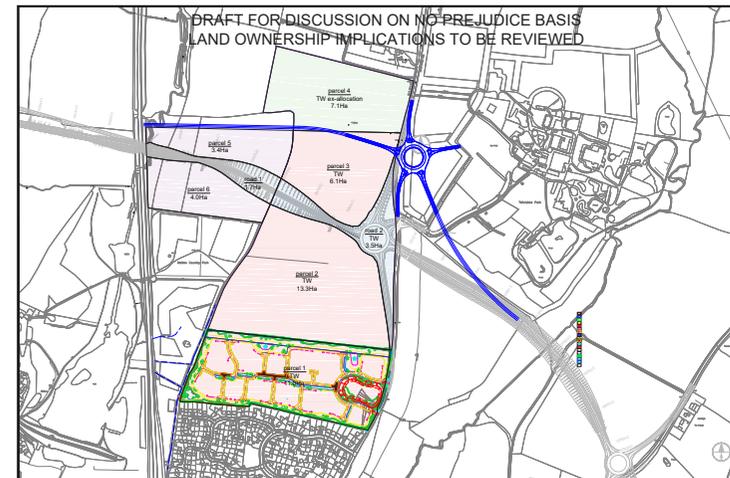


Figure 4.7: Option 1 for alternative Melton Spinney Road Roundabout/MMDR Roundabout.

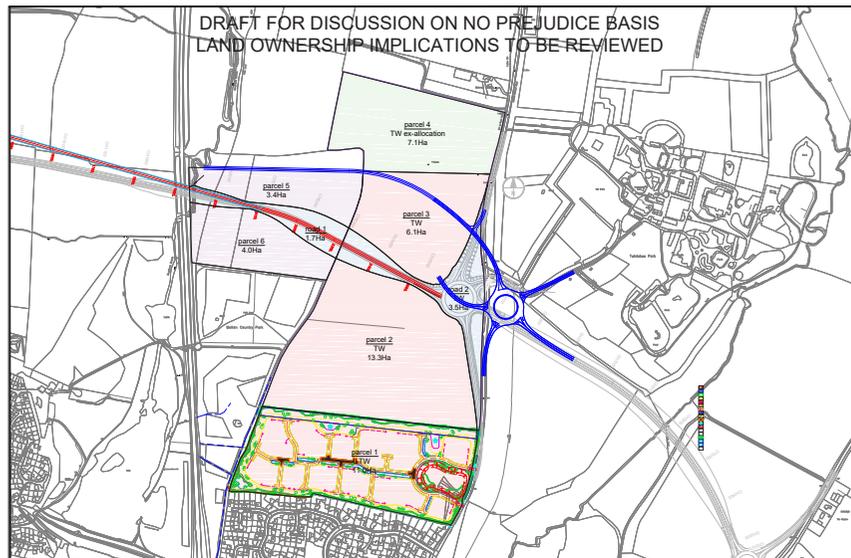


Figure 4.8: Option 2 for alternative Melton Spinney Road Roundabout/MMDR Roundabout.

13th October 2017

A formal response to the consultation on the MMDR was sent by GVA to LCC on behalf of all of the developers involved on the MNSN. The letter expressed support for the MMDR on the basis that there must be a written undertaking by MBC and LCC to support the delivery of housing within the parcel of land located to the north of the new road, thus avoiding any confusion arising during the Examination in Public (EiP) of the Melton Local Plan.

This letter also identified a number of amendments that the MNSN developers wanted to be made to the MMDR in order to facilitate improved access to the overall sustainable neighbourhood.

23rd November 2017

Further amendments were made to the MMDR proposals in November 2017, as shown on Figure 4.9: Revised Design Proposals for the MMDR - November 2017. These were circulated by email to the developer team on 23rd November 2017. The amendments incorporated a more northerly alignment to the route of the MMDR where it passed through the eastern part of the Site. The email noted that LCC would also investigate moving the Melton Spinney Road/MMDR roundabout further to the east, subject to agreement on the proposed revised routing of the MMDR. This email also noted MBC's support that development be located on the northern side of the MMDR within the extents of the Site's local plan allocation.



Figure 4.9: Revised Design Proposals for the MMDR - November 2017.

20th December 2017

Acting on behalf of Barwood, LCC, Richborough Estates, Taylor Wimpey UK Ltd and William Davis, GVA planning consultants submitted a letter of qualified support for the MMDR to LCC at the time of submission of LCC’s Business Case for the new road. The letter caveated that their support for the MMDR was on the basis that development to the north of the MMDR, where it severs the MNSN allocation, is accepted.

January 2018

Ahead of the EiP (February 2018) on the Melton Local Plan, representatives from Barwood, LCC, Richborough Estates, Taylor Wimpey UK Ltd and William Davis held a meeting to discuss the latest masterplan proposals for the MNSN, as illustrated by Figure 4.10: Illustrative MNSN Framework – January 2018. The Illustrative MNSN Framework illustrated development to the north of the MMDR within land controlled by Barwood Land and Taylor Wimpey UK Ltd. The plan also illustrated how the proposed new Melton Spinney Road/ MMDR roundabout could be located to sit to the east of the current alignment of Melton Spinney Road.

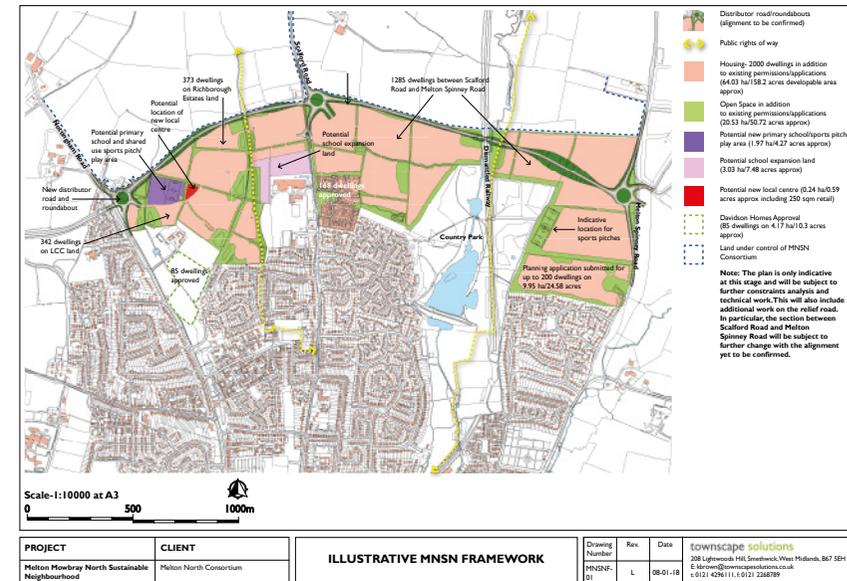


Figure 4.10: Illustrative MNSN Framework - January 2018.

PROJECT Melton Mowbray North Sustainable Neighbourhood	CLIENT Melton North Consortium	ILLUSTRATIVE MNSN FRAMEWORK	Drawing Number MNSN-F-01	Rev L	Date 08.01.18	TOWNSCAPE solutions 208 Lightmoor Hill, Sleaford, West Midlands, NG7 5EH E: info@townscape-solutions.co.uk T: 0121 4296111 / 0121 2348789
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August 2018

In August 2018, a revised iteration of the Illustrative MNSN Framework (Figure 4.11: Illustrative MNSN Framework – August 2018), was submitted to MBC by GVA on behalf of LCC and Richborough Estates. This plan was submitted to MBC without prior discussion or collaboration with Barwood Land, Taylor Wimpey UK Ltd and William Davis. The plan showed a primary school located to straddle the boundary between the land interest of Barwood Land and Taylor Wimpey UK Ltd. It should be noted that a primary school had already been indicated within the western part of the MNSN and therefore was over and above the Local Plan requirement for the MNSN to accommodate one primary school. The plan had also removed the development within Barwood’s land interest previously shown to the north of the MMDR and shown the Scaford Road/ MMDR roundabout located to the east of Melton Spinney Road.

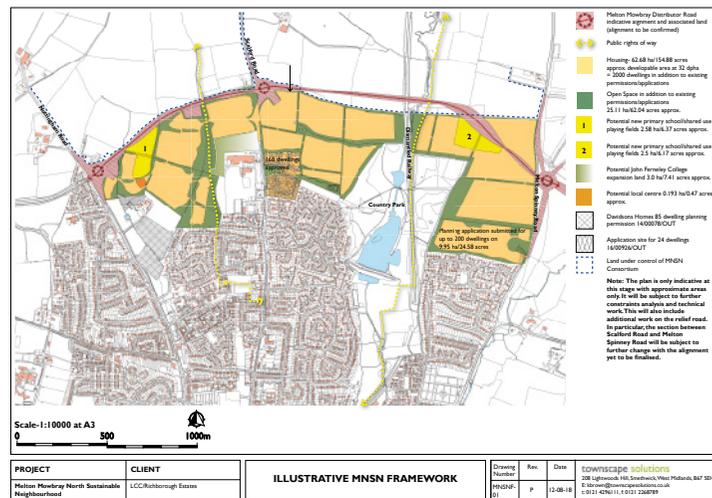


Figure 4.11: Illustrative MNSN Framework – August 2018.

September and October 2018

Taylor Wimpey and Barwood jointly instructed CSA Environmental to produce a Concept Masterplan to counter the Illustrative MNSN Framework submitted to MBC by GVA on behalf of Richborough Estates and LCC. The new Concept Masterplan showed how housing and a primary school site could be accommodated to the north of the NEMMDR within the land interests of Barwood Land and Taylor Wimpey UK Ltd. The inclusion of housing in this location was to assist with viability, as a consequence of the primary school being in addition to policy requirements. Barwood Land and Taylor Wimpey UK Ltd jointly presented the Concept Masterplan to MBC. At this time, MBC were also seeking dates for a masterplan design workshop with all parties involved on the MNSN.



Figure 4.12: Concept Masterplan for Barwood Land and Taylor Wimpey UK Ltd.

10th October 2018

The Melton Local Plan 2011-2036 was adopted by Full Council on 10th October 2018, therefore confirming the allocation of the MNSN.

December 2018 – February 2019

MBC advised of the appointment of their consultant One Creative Environments to prepare a Masterplan for the MNSN. To assist with the preparation of this Masterplan, the developers were invited to attend individual meetings with Officers from MBC and representatives from One Creative Environments, so that the developers could advise on technical work that had been carried out to date on their respective land interests, in order that One Creative Environments could gain an understanding of how this work would influence the preparation of their Masterplan.

March 2019

In March 2019, One Creative Environments undertook a visit of the MNSN Site as part of their initial design considerations. It was at this time that MBC and One Creative Environments proposed that Taylor Wimpey UK Ltd's land interest to the north of the NEMMDR be used for a hotel, pub and petrol station. They also suggested by email at this time, that a light-controlled pedestrian crossing be provided across the NEMMDR to provide a crossing point between the parts of the Site located to either side of the proposed new road, however, they acknowledged in the same email that this would not be viable for a number of reasons.

Taylor Wimpey UK Ltd responded to this suggestion, also by email. Their rebuttal highlighted that the provision of the suggested non-residential uses to the north of the MMDR would be unacceptable, as the housing numbers identified within the Local Plan policy for the MNSN could not be achieved. Their response also highlighted that this suggestion contradicted discussions that had already taken place with regards to a statement of common ground between all parties that had been accepted and formed part of MBC's evidence base for the Local Plan and acceptance for support for LCC's Business Case for HIFF funding for the NEMMDR. This established the acceptability of locating provision of residential development to the north of the NEMMDR.

July 2019

In July 2019, MBC and One Creative Environments held a workshop, attended by the developers and their representatives, to present their Masterplan (Figure 4.13: MNSN Masterplan prepared by One Creative Environments) for the MNSN. They also presented extracts of a supporting draft Design Code/Design SPD, which at the time was being prepared to support both the MNSN and the MSSN.

With respect to the East Site, the Masterplan proposed 1,700 – 2,100 homes, supported by a neighbourhood centre, care village, playing fields and reserved land for a primary school grouped together in the western part of the East Site. It also showed an area for either a hotel, leisure use and commercial use, or housing on the northern side of the NEMMDR within the land interest of Taylor Wimpey UK Ltd.

The workshop provided some limited scope to provide initial feedback on the proposed Masterplan tabled at the event. The Masterplan, as proposed, presented a number of issues for the developers, as follows:

- The large area of community uses within the western part of the East Site was located mostly within the land interest of William Davis, therefore, leaving very limited space for new housing within their land interest, undermining the viability and deliverability of the scheme as a whole.
- The Masterplan continued to show the potential for non-residential development within Taylor Wimpey UK Ltd's land interest to the north of the MMDR.
- The requirement of a neighbourhood centre of the scale shown was questioned due to the proposal for a local centre within MNSN West within the land being promoted by LCC.

- The Masterplan did not appear to have fully considered the Site's topography and the development's likely drainage requirements.
- Notwithstanding the provisions of Policy SS5 (Melton North Sustainable Neighbourhood), the requirement for a care village was questioned as it was considered that a care facility should be located closer to the town centre.

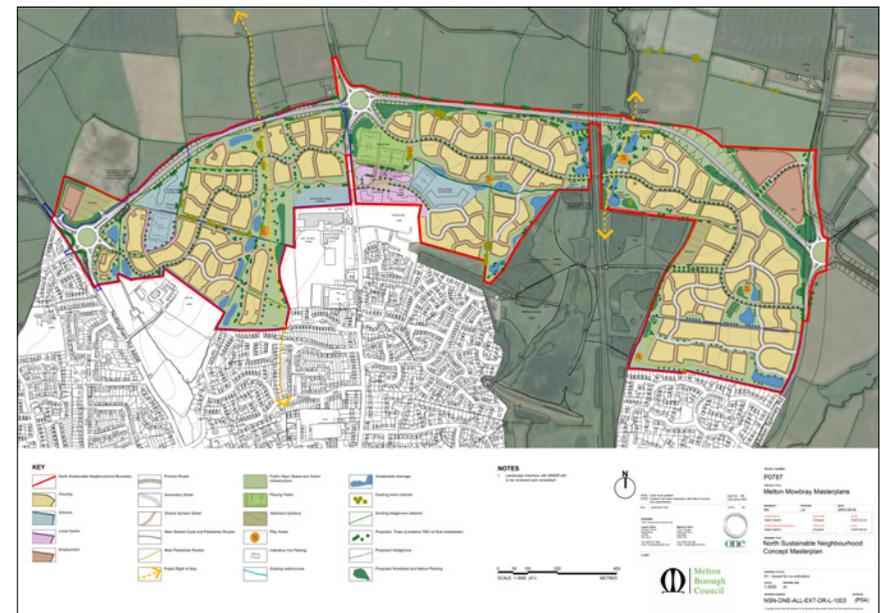


Figure 4.13: MNSN Masterplan prepared by One Creative Environments

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4.2 EVOLUTION OF THE EAST CONCEPT MASTERPLAN

In response to the concerns noted above, the developers commenced the process of preparing a Concept Masterplan for the Site East of Scalford Road in close collaboration with MBC. The following section summarises this collaborative process.

3rd September 2019

In early September 2019, the developers for the East Site held their own masterplanning workshop, facilitated by CSA Environmental. The outcome of the workshop was the production of an initial iteration of the East Concept Masterplan for the Site (Figure 4.14: East Concept Masterplan). The East Concept Masterplan proposed a number of supporting community uses and facilities in support of the new homes. These included allotments and a community orchard (located within the land interest of William Davis), playing fields and a community hall/changing rooms pavilion (located within the land interest of Barwood Land) and a primary school site (located within the land interest of Taylor Wimpey UK Ltd). The Concept Masterplan showed new housing located within Taylor Wimpey UK Ltd's land interest to the north of the MMDR. The SuDS strategy shown on the East Concept Masterplan was informed by emerging detailed drainage work.



Figure 4.14: East Concept Masterplan – September 2019.

September 2019

On the 4th September 2019, the developer team for the land East of Scalford Road presented the East Concept Masterplan to Officers from MBC and LCC, together with representatives from One Creative Environments, to illustrate their preferred agreed approach for bringing forward the development of the East Site.

In general terms, the Concept Masterplan was favourably received and there was a consensus that it provided a sound design framework for progressing the masterplanning of the East Site. At this time, it was agreed to allow MBC and One Creative Environments some time to fully consider the proposals, and for feedback to be provided at a subsequent meeting.

23rd October 2019

Following September's presentation of the East Concept Masterplan, a meeting was held on 23rd October 2019 between the developer team and Officers from MBC. Feedback received from MBC confirmed their general support for the East Concept Masterplan, with a recognition for the need for some compromise in order to proactively bring forward a proposal for the East Site that would be acceptable to all parties, and recognition that the East Site is proposing to deliver a primary school site, a requirement over and above the adopted policy requirement.

MBC's feedback centred upon the need for an extra care facility to be provided on the East Site. In this regard it was agreed that further investigation be carried out as to whether alternative sites in Melton Mowbray offered a more appropriate location for a care facility. Discussions also focussed on the need for some element of local centre or health provision at the East Site.

The meeting concluded with an agreement that the developer team would develop the masterplan proposals to illustrate their preferred approach for bringing forward the East Site. MBC confirmed that One Creative Environments would no longer be progressing the masterplan proposals for the East Site.

11th December 2019

Following October's meeting, the developer team and Officers from MBC held another meeting to further discuss the masterplan proposals for the East Site. A further iteration of the East Concept Masterplan (Figure 4.15) was presented to show the developers' preferred masterplan solution. Following October's meeting, the East Concept Masterplan had been developed to reflect ongoing technical work in relation to drainage, and to refine the residential development parcels. Discussions at the meeting primarily focussed upon phasing and deliverability, and it was agreed that a Phasing Plan would be prepared by the developer team (please refer to Chapter 10: Delivery and Phasing). With respect to the Concept Masterplan, MBC maintained their general support for the masterplan proposals. It was agreed that the East Concept Masterplan would be updated to accommodate flexible space for a potential community, retail and/or health use to address concerns that insufficient space was being provided for supporting community uses.



Figure 4.15: East Concept Masterplan - December 2019.

29th January 2020

In order to maintain the positive progress on the masterplanning of the East Site, the developer team and Officers from MBC met in January 2020. At the meeting, the developer team presented the latest iteration of the East Concept Masterplan (Figure 4.16: East Concept Masterplan – January 2020). They explained how the East Concept Masterplan had evolved as follows:

- **Potential community, retail and/or health use:** Following feedback received in December, land for a potential community, retail and/or health use was accommodated in the western part of the Site. It's location within the western part of the East Site reflects the preference of the East Leicestershire and Rutland Clinical Commissioning Group that any health use should be located close to Scalford Road.
- **Play provision:** In October 2019, the developers had commissioned the preparation of an Open Space, Playing Fields & Allotment Review. The play area provision was revised to follow the recommendations of the Review. Consequently, the East Concept Masterplan shows the provision of four principal play areas, and the improvement of existing play provision within Melton Country Park. In accordance with the Review, two smaller LAPs are to be provided within the East Site, the exact location of which is to be established at the detailed design stage.
- **Drainage and street design:** The East Concept Masterplan had been updated to reflect the continuing work on drainage and street design. In particular, the alignment of the spine road within the western and central parts of the Site had been updated to take into account the Site's topography.

The revisions to the East Concept Masterplan were welcomed by MBC. During the meeting, MBC confirmed that early discussions were now underway between Homes England and a health provider with regards to locating an extra care facility elsewhere within Melton Mowbray.

8th July 2020

The developer team and Officers from MBC held a video meeting on 8th July 2020. Discussions focussed upon the proposed content and structure of what was then going to be the Masterplan and Design Code document. It was agreed that the document could comprise two parts; the first part comprising the Masterplan, and the second part taking the form of a Design Code. The proposed chapters were discussed and also agreed upon. The developer team also presented their proposed Phasing Plan, the content of which was agreed.



Figure 4.16: East Concept Masterplan - January 2020.

October - November 2020

During the course of October 2020, LCC were invited to review and comment upon the first draft of the Design Code and Masterplan Document. Accordingly, LCC provided a number of comments on the document, which were subsequently addressed in a revised iteration of this document. The most important amendments comprised the following:

- Clarification provided to highlight how proposed street hierarchy relates to road types within the Leicestershire Highway Design Guide (LHDG) - (page 84).
- Design considerations for the primary school site amended to reflect LCC's requirements - (page 93).
- Additional information provided on quantum of new housing within each phase of development - (page 103).
- Amendments made to better reflect the requirements set out in the LHDG (Chapters 12 -17).

18th November 2020

The Design Code Masterplan Document was submitted to MBC's Cabinet for approval at their meeting on 18th November 2020. However, following submission of the Cabinet Agenda Reports Pack recommending approval and prior to the Cabinet Meeting, LCC submitted further comments to MBC on Document. Therefore, the Cabinet agreed to defer consideration of the Masterplan to a future meeting.

Following the Cabinet meeting, the developers agreed that the scope of the Melton North Masterplan was to be extended to include the area of the Melton Mowbray North Sustainable Neighbourhood to the west of Scalford Road. It was also been agreed that the Design Codes, which were included as part of the original iteration of the Masterplan Document, are to be decoupled from the Masterplan Document and submitted with the individual outline planning applications for the East Site as a separate document which will underpin the more detailed design matters.

4.3 THE CONCEPT MASTERPLAN - EAST OF SCALFORD ROAD

The East Concept Masterplan (Figure 4.17: The East Concept Masterplan) underpins the design proposals for the eastern part of the new neighbourhood. The land uses accommodated on the East Concept Masterplan are as follows:

Land Use	Hectares	Notes
Residential	34.64	1,230 dwellings at 36 dwellings per hectare. Includes potential community use an/or health use accommodated as a ground floor use with apartments above
Primary school site	2.0	Subject to LCC justification at planning application stage
Community Hall/ Changing Rooms Pavilion	0.3	Green Infrastructure Total: 22.68 ha
Allotments	0.73	
Community Orchard	0.3	
Sports Pitches	1.91	
Remaining POS/SuDS/ Play Provision	19.74	
Remaining Infrastructure (incl. pump stations, highway)	0.69	
Site Boundary	60.31	

 Indicative Site boundary

LAND USE

 Proposed Residential Development

 Primary School Site (subject to LCC justification at planning application stage)

 Proposed Community Hall/ Changing Rooms Pavilion

 Potential community, retail and/or health use

 Potential locations for Local Centre

 Potential John Ferneley College expansion Land

GREEN & BLUE INFRASTRUCTURE

 Attenuation basins (SuDS)

 Existing ditches

 Existing on-site vegetation to be retained where appropriate

 Proposed amenity and natural and semi-natural greenspace

 Proposed Allotments

 Proposed Community Orchard

 Proposed Sports Pitches

 Proposed children's/young persons play provision

ACCESS & MOVEMENT

 Proposed vehicular access points

 Proposed temporary access

 North East Melton Mowbray Distributor Road (NEMMDR)

 Proposed spine street/bus route

 Proposed cycleway/footway along Spine Street and secondary routes

 Proposed secondary routes

 Proposed recreational routes

 Proposed pedestrian connections

 Proposed recreational routes (cycle)

 Proposed cycle connection

 Existing public footpath

 Existing National Cycle Network Route 64 and Link Routes

 Existing recreational routes through Melton Park

CONTEXT

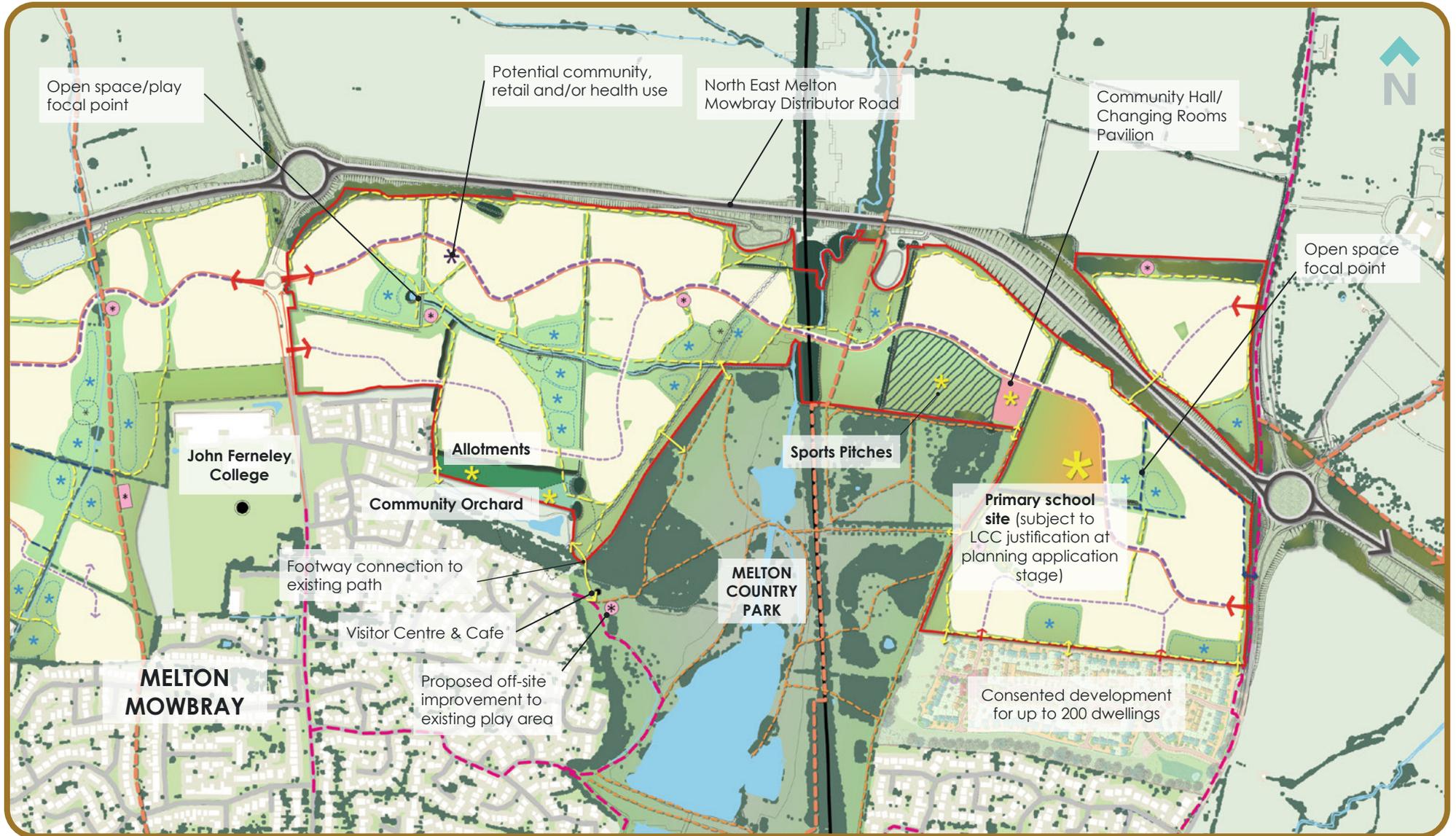
 Existing vegetation

 Existing facilities

 Dismantled railways

 Proposed foul pump stations and associated cordon sanitaire

 Existing water main (6m easement required)



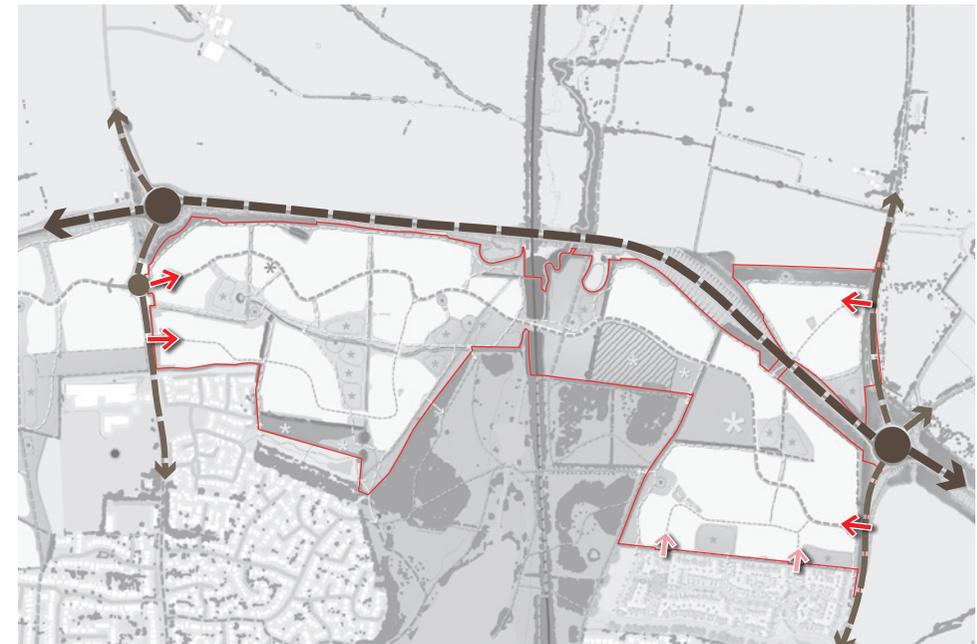
5. ACCESS & MOVEMENT

5.1 ACCESS

Vehicular Access

There are to be a number of vehicular access points serving the East Site. To the west, two points of vehicular access are to be provided from Scalford Road. The southernmost access point will take the form of a new priority junction, which will connect to one of the new Secondary Streets. The northernmost access point from Scalford Road will comprise a fourth arm leading off the already approved roundabout that serves the MNSN West, to the west of Scalford Road. This vehicular access point connects to the western end of the new Spine Street.

To the east, a number of vehicular access points are to be provided. Two points of vehicular access are to be taken from the adjacent consented Taylor Wimpey development, in order to serve an initial phase of development within this part of the Site. These two points of access will connect to the new Secondary Streets. Two points of vehicular access are to be provided from Melton Spinney Road; one to the south of the Melton Spinney Road/MMDR roundabout and one to the north of the new roundabout. The southerly point of access will take the form of a new priority junction and will connect to the eastern end of the new Spine Street. The northerly access point will also take the form of a priority junction and will connect to a Secondary Street which serves the new homes located within this part of the Site. The vehicular access points are to be provided in a phased manner, further details of which are set out in Chapter 10: Delivery and Phasing.



 Indicative Site boundary

 Vehicular access points from Melton Spinney Road and Scalford Road.

 Vehicular access from Taylor Wimpey development currently under construction

Figure 5.1: Proposed Vehicular Access Plan for MNSN East.

Pedestrian and Cycle Access

The access proposals for the new neighbourhood include a number of measures to improve pedestrian and cyclist connectivity to and from the East Site, as follows:

- Five pedestrian connections will be provided to Melton Country Park linking into existing pedestrian routes that lie adjacent to the Site's boundaries with the Country Park. These access points will facilitate east to west movement through the East Site via the Country Park.
- Three pedestrian access points will be provided from the consented Taylor Wimpey development.
- A pedestrian and cycle connection is to be provided to Melton Spinney Road connecting to the existing National Cycle Route which runs along Melton Spinney Road.
- A pedestrian crossing point provided as part of the NEMMDR will facilitate pedestrian integration between the main body of the East Site and the area located to the north of the new distributor road.

A number of pedestrian connections will be provided to the Jubilee Way (public footpath 18). Where it passes through the Site, the Jubilee Way will be enhanced by surfacing along its route so that it can be used all year round. Where the Jubilee Way crosses the new Spine Street, a safe crossing point will be provided that includes dropped kerbs, tactile paving and appropriate signage.

The pedestrian and cycle access points are to be provided in a phased manner, further details of which are set out in Chapter 10: Delivery and Phasing. The proposed vehicular access points will also facilitate pedestrian and cycle access into the Site.

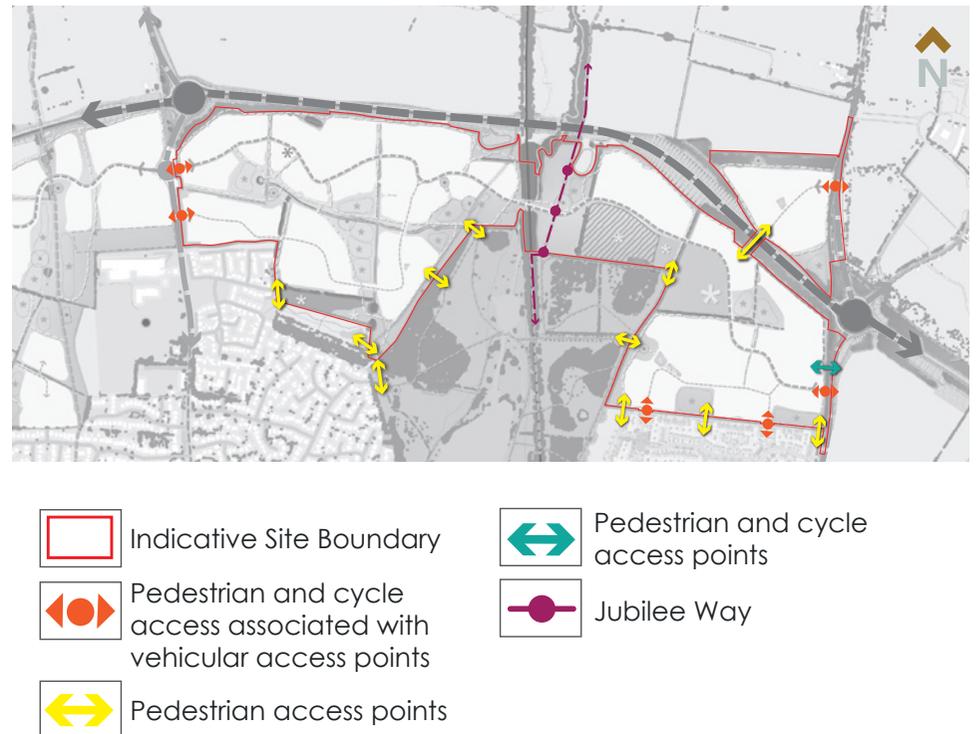


Figure 5.2: Proposed Pedestrian and Cycle Access Plan.

5.2 MOVEMENT FRAMEWORK

The movement framework has been developed to achieve the following principles of good urban design:

- To maximise the choice for how residents and visitors alike will make their journeys.
- To take full account of the kinds of movement the new development will generate.
- To make clear connections to existing routes and facilities.
- To encourage sustainable movement patterns, particularly for local trips.

As set out in Chapter 3: Vision, the movement framework is to be based upon a strong and clear hierarchy of streets comprising the following:

- Spine Street
- Secondary Streets
- Mews, Lanes and Courtyards
- Green Edges

In accordance with the Leicestershire Highways Design Guide (LHDG), the highway elements of these street types will be designed to accord with the requirements of the residential road types set out in LHDG as follows:

- Spine Street (Major residential access road)
- Secondary Streets (Residential access road)
- Mews, Lanes and Courtyards (Residential access way)
- Green Edges (Residential access way)

Each street typology will be defined by its own characteristics, principally defined by the different design approaches to the built form fronting the street spaces. Further information on how this will be achieved is contained in Chapter 6: Residential, and the Design Codes which are submitted separately.

The East Site's topography, particularly within its western and central sections, will dictate the exact alignment of the new streets. The alignment of the Spine Street shown on the East Concept Masterplan has already been subject to a large amount of detailed design work. Therefore, its alignment, particularly within the western and central parts of the East Site, can be seen to traverse the contours wherever possible in order to provide as gentle a climb/descent along the Site's slopes as possible. At the detailed design stage, the new neighbourhood's other street typologies will require similar detailed design considerations where topography dictates.

Wherever possible, the new network of streets will be designed to maximise permeability in order to maximise the choice of routes in order to encourage walking and cycling and reduce car journeys, particularly for local trips. The East Concept Masterplan complements this permeability through the provision of a network of connected pedestrian and cycle routes running through the new areas of green infrastructure. Together, this permeable framework of routes will maximise the choice of routes to destinations within the new neighbourhood and with its surrounding context.

The design specification of the different street typologies is set out in the Design Codes for the various areas (which are submitted separately), and which also provides for information on the location of the Secondary Streets, Mews, Lanes and Courtyards and Green Edges street typologies.

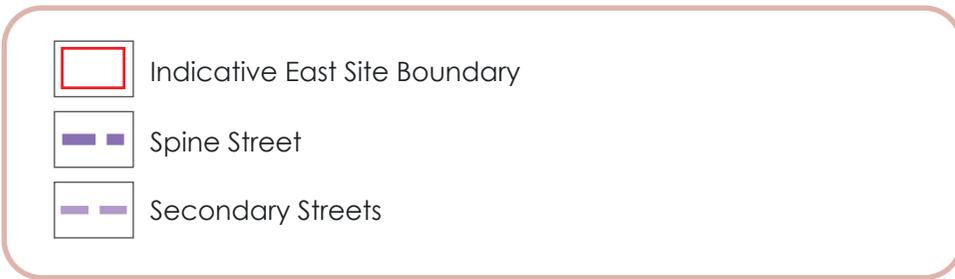
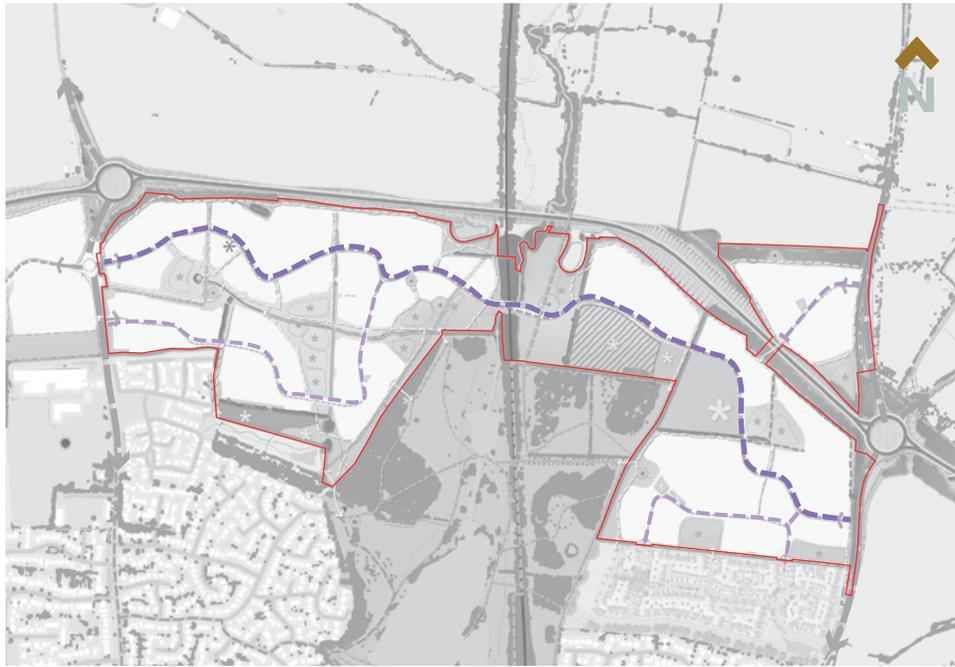


Figure 5.3: Movement Framework - Spine Street and Secondary Streets.

5.3 BUS ROUTE AND BUS STOPS

A bus route will run along the new Spine Street, connecting the new neighbourhood with the town centre and local employment uses. Bus stops will be located along the Spine Street to ensure the majority of the neighbourhood's new homes will be within 400 metres (radial distance)/5 minutes' walk of a bus stop. Indicative bus stop locations are shown on Figure 5.4: Bus Route Plan.

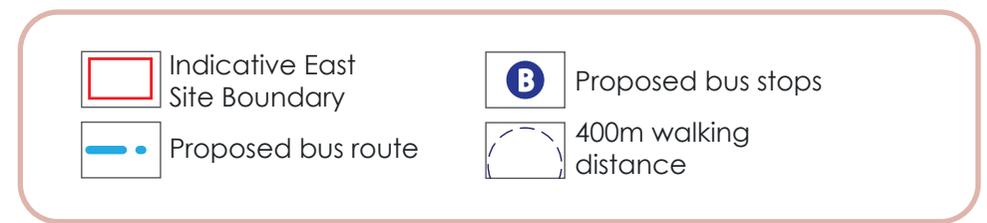
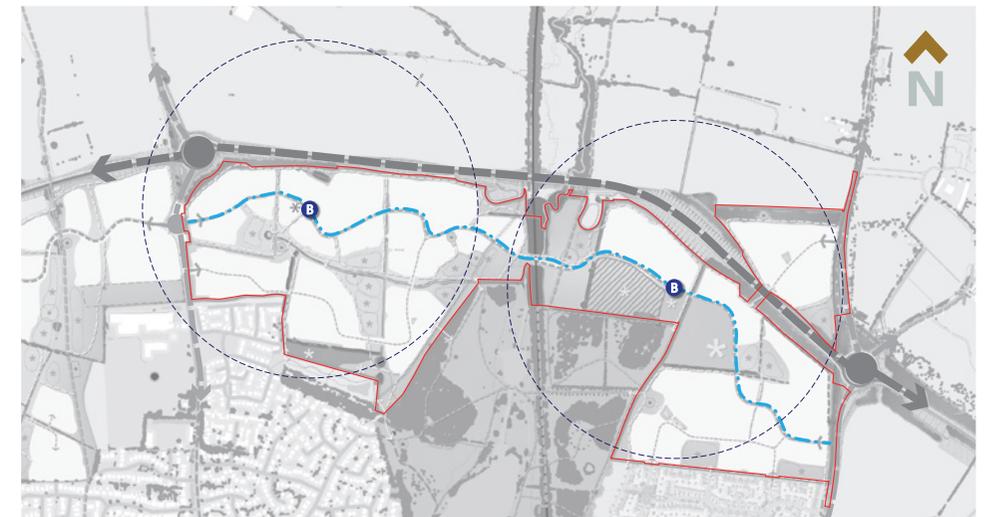


Figure 5.4: Bus Route Plan.

6. RESIDENTIAL

The principal land use within the East Site will be residential, with the provision of approximately 1,230 dwellings. This chapter, therefore, sets out the principal considerations that have helped to define the location of the new homes.

An important function of this chapter is also to create a design framework whereby the new residential areas will be underpinned by a series of recognisable street types and different character areas. This is a critical step in creating a legible development, whereby residents and visitors alike will be able to grasp the new neighbourhood's layout and form.

6.1 LOCAL CONSIDERATIONS

The East Concept Masterplan recognises that when creating a new place, it's not about creating it for buildings, it's creating it for people. Therefore, creating a sense of community has been a priority through the application of a landscape-led approach. The landscape-led approach has resulted in the East Concept Masterplan, whereby the creation of a connected network of green infrastructure, based upon existing vegetation and landscape features, forms the framework within which the homes will sit.

This approach means that all of the new homes will be located within easy reach of a range of open spaces where residents and visitors alike can meet, where children can play and where wildlife can flourish. As a consequence of the new neighbourhood being shaped by the landscape, health and wellbeing benefits will be maximised and the Site will become a new destination in its own right.



Indicative East Site Boundary



Residential areas

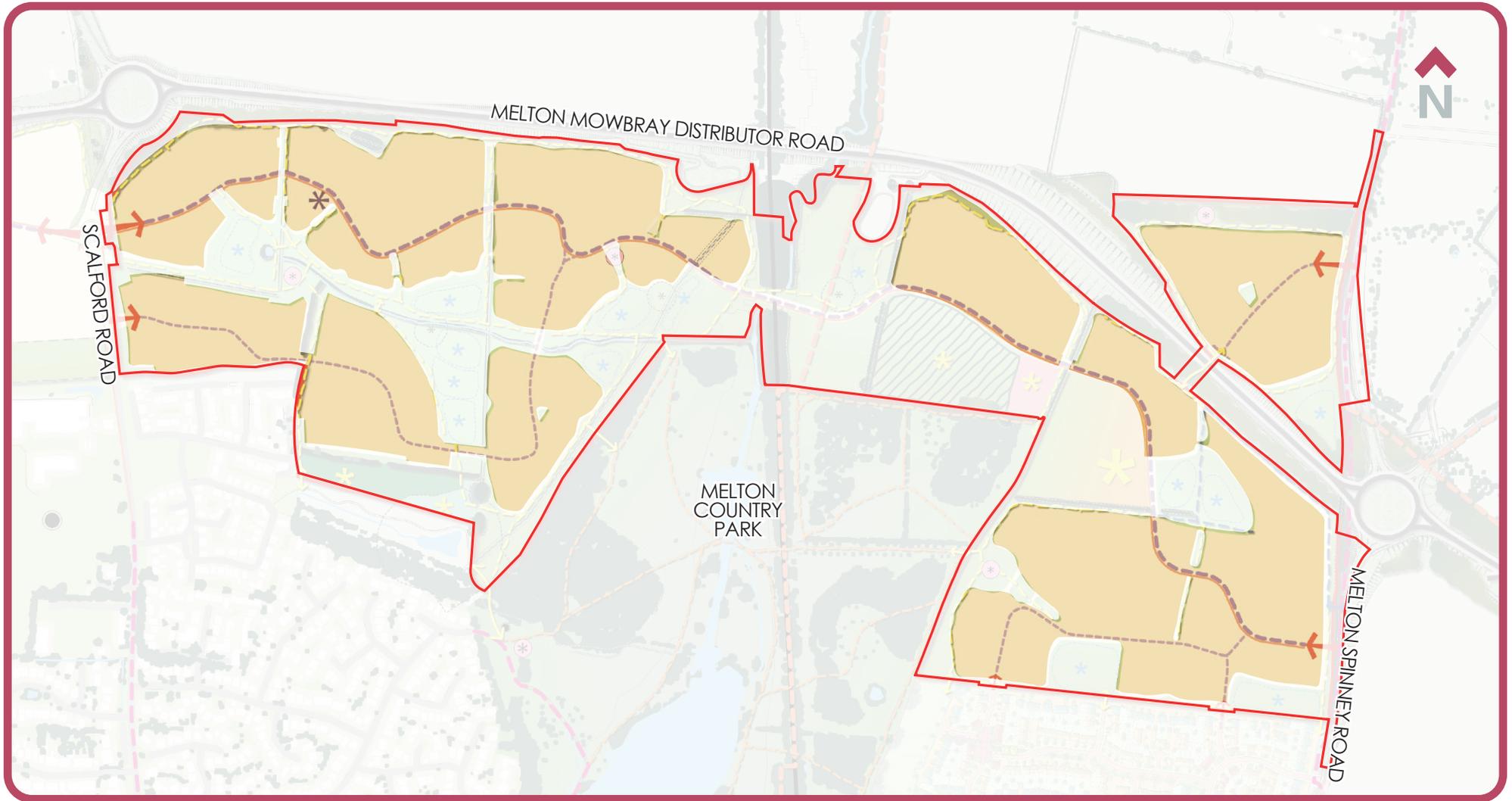


Figure 6.1: Location of residential development area, east of Scaford Road.

6.2 CREATING A SENSE OF PLACE

Streetscape Character Frontages

The previous chapter on Access and Movement sets out how a clear hierarchy of streets will create the basis for a legible environment with a strong sense of place. The overarching character of the four street typologies, referred to hereinafter as 'Streetscape Character Frontages', is as follows:

- **Spine Street:** Built form to follow strong and consistent building lines (albeit topographical considerations will dictate set back distances in places). Storey heights will primarily be 2 storeys, with 2½ storey forms used to reinforce function as the principal street within the development. Buildings will comprise predominantly terraced and semi-detached houses, with apartments at key locations. Boundary treatments to complement formal, uniform character. Materials and architectural detailing to create uniform and coherent appearance.
- **Secondary Streets:** Less formal than the Spine Street, but not as informal as the Mews, Lanes and Courtyards. Subtle variation in building setbacks and building lines to create a more subservient character compared to the Spine Street. More varied character will be reinforced by a greater mix of dwelling types and a varied roofscape
- **Mews, Lanes and Courtyards:** A series of shared surface streets where traffic movements will be relatively low. Greatest mix of unit types to create a varied townscape, with higher densities around key spaces. Will be predominantly 2 storey buildings. The opportunity for some bungalows within these areas should be explored.
- **Green Edges:** Informal character of larger dwelling types where (one-sided) development abuts countryside beyond or one of the development's principal open spaces. New and existing landscaping will form an important part of the overall character.

The Design Code for MNSN East of Scalford Road, will provide further guidance and detail on the Streetscape Frontages.

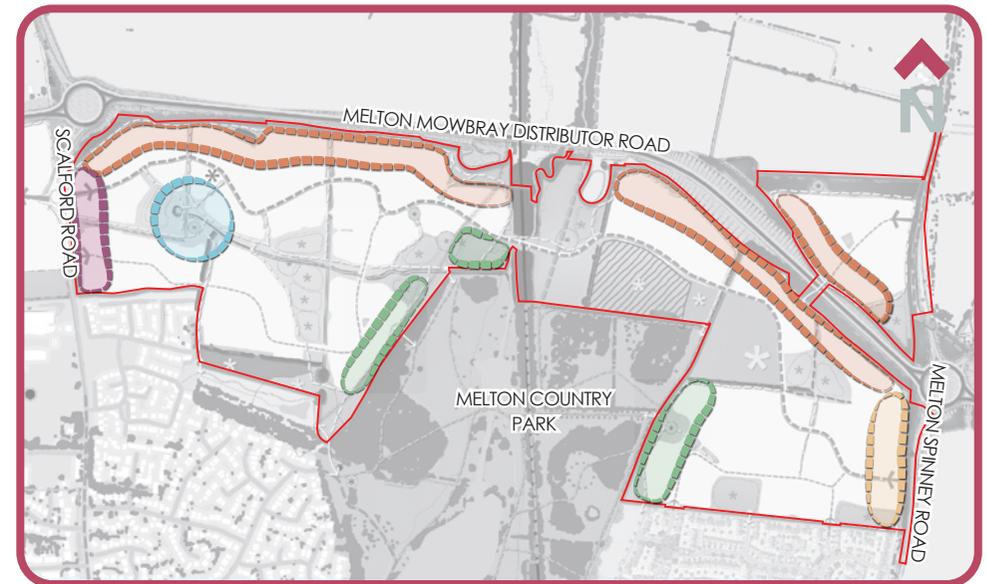
Key Residential Character Areas

In addition to the Streetscape Character Frontages, a series of key character areas encompassing the residential areas, will also be established to provide recognisably different places that have a coherent sense of place. These character areas do not cover every part of the Site, but rather focus upon the most important parts of the residential development area. The character areas are as follows:

- **Eastern Scalford Road Frontage:** The new homes will front onto Scalford Road to create a strong and positive relationship with the existing road. The existing hedgerow will be retained as far as possible, with the loss of any sections of the hedgerow (i.e. to facilitate access into the Site) mitigated through replacement vegetation. The hedgerow will be maintained within a corridor of open space and supplemented with new landscaping to create a verdant character to Scalford Road that appropriately addresses this new gateway to Melton Mowbray from the north.
- **Focal Green:** An important green located within the western part of the East Site at a point where a number of open space corridors, and therefore a number of recreational routes, converge. As a consequence, the Focal Green will form a pivotal location within the connected structure of the development's green infrastructure. The Focal Green will contain a new children's play and will be overlooked on all sides by new homes. Existing hedgerows will be supplemented by new tree and hedgerow planting to create a space marked by high quality landscaping.
- **NEMMDR Frontage*:** The longest of the character areas, the new homes will be orientated to front the NEMMDR to create attractive aspects alongside the new road. The new homes will also overlook new public open space which will run alongside the NEMMDR, and will contain existing and new landscaping which will screen and filter views of the new homes from both the new road and the countryside beyond.

- **Melton Country Park Green Edges:** These key green spaces, which provide a green buffer with Melton Country Park, will be overlooked by the new homes to create safe and well-overlooked spaces with attractive aspects. When viewed from the open spaces, the new homes will be screened and filtered by new landscaping to ensure a sensitive and appropriate transition is created with Melton Country Park.
- **Melton Spinney Road Frontage:** The new homes will overlook Melton Spinney Road to create attractive aspects to the new north easterly approach to Melton Mowbray. New landscaping will supplement the existing hedgerow to create a verdant character and appropriate transition to and from the countryside beyond the Site.

* No new homes to have direct access from the NEMMDR.



Key Character Areas:

- | | | | |
|---|-------------------------------|---|---------------------------------|
|  | Eastern Scaford Road Frontage |  | Melton Country Park Green Edges |
|  | Focal Green |  | Melton Spinney Road Frontage |
|  | NEMMDR Frontage | | |

Figure 6.2: Key Residential Character Areas.

7. POTENTIAL COMMUNITY, RETAIL AND/OR HEALTH USE

7.1 LOCATIONAL CONSIDERATIONS

A number of considerations have influenced the location of the potential community, retail and/or health, use to serve its functional need and to ensure it responds to the Site's context. These are:

- Location next to the Spine Street and a pedestrian/cycle link to ensure easy access by bus, car, bicycle and foot.
- Located within the western part of the East Site to reflect the preference of the East Leicestershire and Rutland Clinical Commissioning Group that any health use should be located close to Scalford Road.
- Located in a prominent position that is easy to find and where the building can act as a landmark to provide character to the new neighbourhood.
- Location close to a nearby play area to create a hub of activity in the western part of the East Site.
- Located so that the potential community, retail and/or health use can be phased and delivered as needed to serve the new neighbourhood.

The location for the potential community, retail and/or health use fulfils these functions.

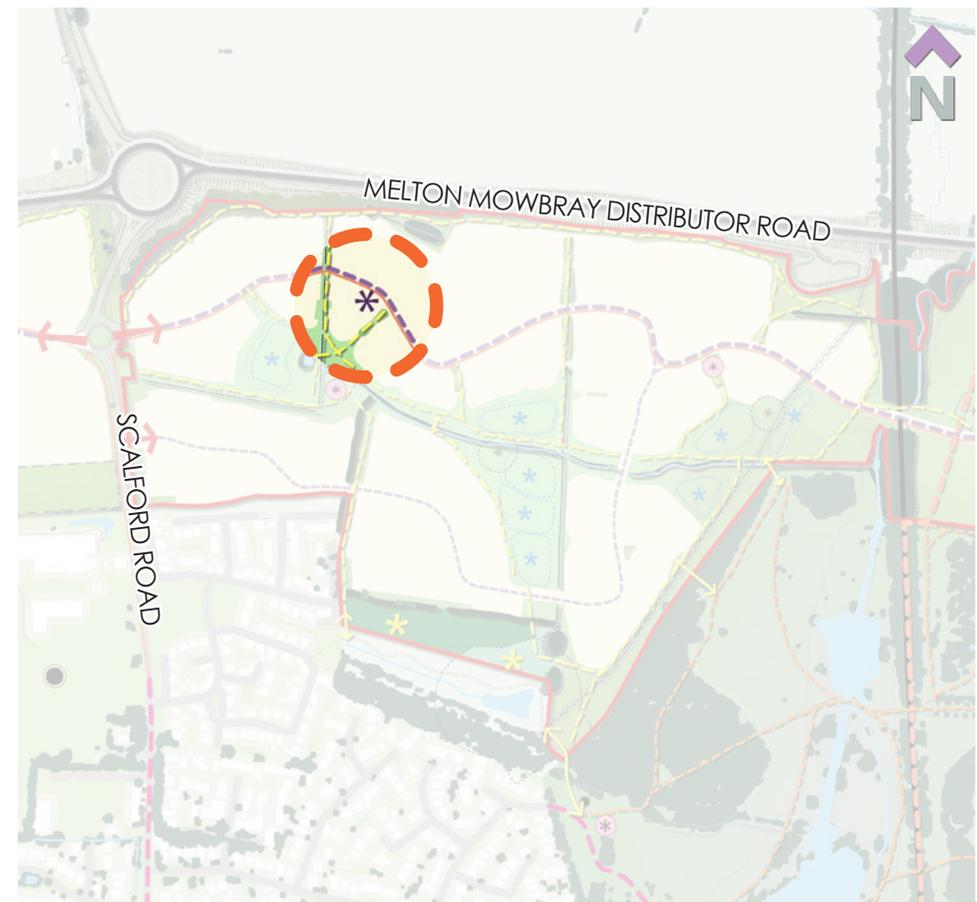


Figure 7.1: Location for the potential community, retail and/or health use.

7.2 DESIGN PARAMETERS AND REQUIREMENTS

Location

Located within the western part of the East Site adjacent to the Spine Street.

Function

A hub of activity comprising a potential community, retail and/or health use, together with residential uses within the same building.

Character

Landmark building presenting a strong and positive frontage overlooking the Spine Street. Non-residential uses located to the ground floor with apartments located above to ensure a 24-hour presence of people.

Requirements

Flexible floorspace to ground floor capable of accommodate a potential community, retail and/or health use. Apartments located above.

Design Parameters

The following design parameters should be adhered to:

- Mixed use building – non-residential uses to ground floor with apartments above.
- 2½ storey building designed as new local landmark – architectural treatment and use of materials to create visual stimulation and delight that distinguishes building from adjacent residential development.
- Strong frontage overlooking the public realm and adjacent open space.
- Non-residential uses to be fully accessible.
- Public realm to be defined by change of materials and/or surfacing colour to mark importance of focal point.
- Benches and street furniture/landscaping to encourage positive use of the public realm.
- Refuse storage to rear of building. Deliveries to front of building acceptable as long as lay-by is provided.
- Cycle parking to be provided nearby in well-overlooked location for security purposes.
- Public car parking incorporated into public realm.
- Strong pedestrian and cycle links to provide direct connection to the wider areas of green infrastructure to the south.

8. PRIMARY SCHOOL SITE

8.1 LOCATIONAL CONSIDERATIONS

A number of considerations have influenced the location of the primary school site (subject to LCC justification at planning application stage), to serve its functional need and to ensure it responds to the Site's context. These are:

- Location next to the Spine Street and the main pedestrian and cycle links to ensure easy access by bus, car, bicycle and foot, including from the pedestrian linkages from Melton Country Park which will facilitate early east to west movement through the Site via the Country Park.
- Located in a prominent position that is easy to find where the school building can act as a landmark and provide character to the new neighbourhood.
- Location adjacent to Melton Country Park ensures that the primary school's playing fields can form part of a buffer where the Site abuts the Country Park.
- Location close to the playing fields and community hall/ changing rooms pavilion to create a hub of community uses.
- Located so that the primary school site can be phased and delivered as needed to serve the new neighbourhood on the Site.

The potential location for the primary school site (subject to LCC justification at planning application stage) identified on the East Concept Masterplan fulfils these functions.

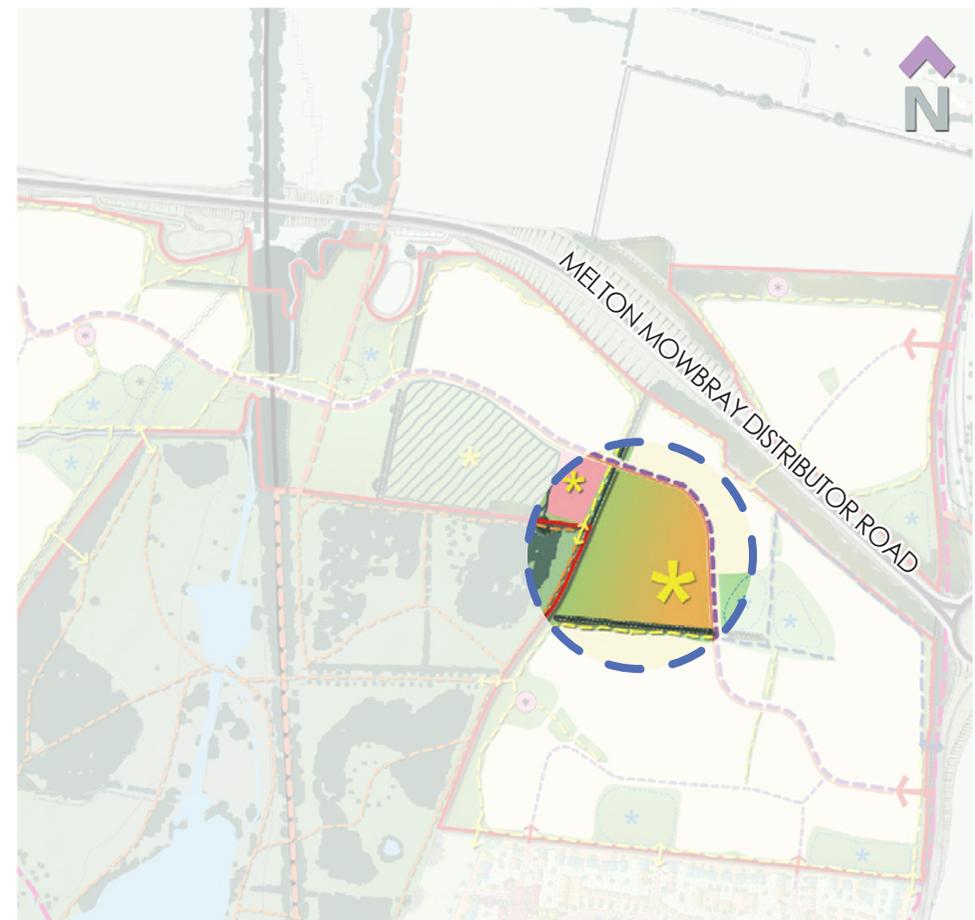


Figure 8.1: Location of the primary school site (subject to LCC justification at planning application stage).

8.2 DESIGN PARAMETERS AND REQUIREMENTS

Location

Immediately to the east of Melton Country Park fronting the Spine Street.

Function

To provide a primary school site (subject to LCC justification at planning application stage) that accords with the requirements of LCC, is deliverable and serves the population of the new neighbourhood on the East Site.

Character

Landmark building with a strong and positive frontage addressing the Spine Street.

Requirements

Two form entry (420 place) primary school subject to LCC justification at planning application stage) that accords with the requirements of LCC, is deliverable and se within 2.0 hectares of land.

Design Parameters

The following design parameters should be adhered to:

- To conform with LCC criteria for primary school site suitability contained within their Planning Obligations Policy (10 July 2019) document.
- Subject to detailed design considerations, primary school building located within north eastern part of the school site, with car parking located immediately to the south. Car park location to coincide with initial Phase 1 access point (see also Chapter 10: Delivery and Phasing). Principal access to be taken from Spine Street to coincide with subsequent phasing of development.
- Fully accessible school building.

- Primary school field and open space uses to be located within western parts of the potential school site to form part of a wider buffer to Melton Country Park.
- Additional pedestrian/cycle links to be provides from adjacent public open space corridors.
- Secure and sheltered cycle parking to be located near the school building's main entrance in prominent location with high levels for natural surveillance for security purposes.
- Materials palette to compliment that of the wider neighbourhood. Opportunity exists for innovative use of contemporary architectural design and materials.
- Provide space for parents to drop off and pick up either within the school grounds or close to school, on the same side of the road as the school. The opportunity for some preventative measures for school parking in order to prevent/reduce congestion outside of the school, such as "kiss and drop" and "park and stride" should be considered.
- Provide room for coaches to access school to pick pupils up for trips, etc.
- New landscaping to be robust and include a considered mix of tree, hedgerow and shrub planting.
- Have adequate drainage to discharge surface water from the grassed playing field on the site.

9. GREEN INFRASTRUCTURE

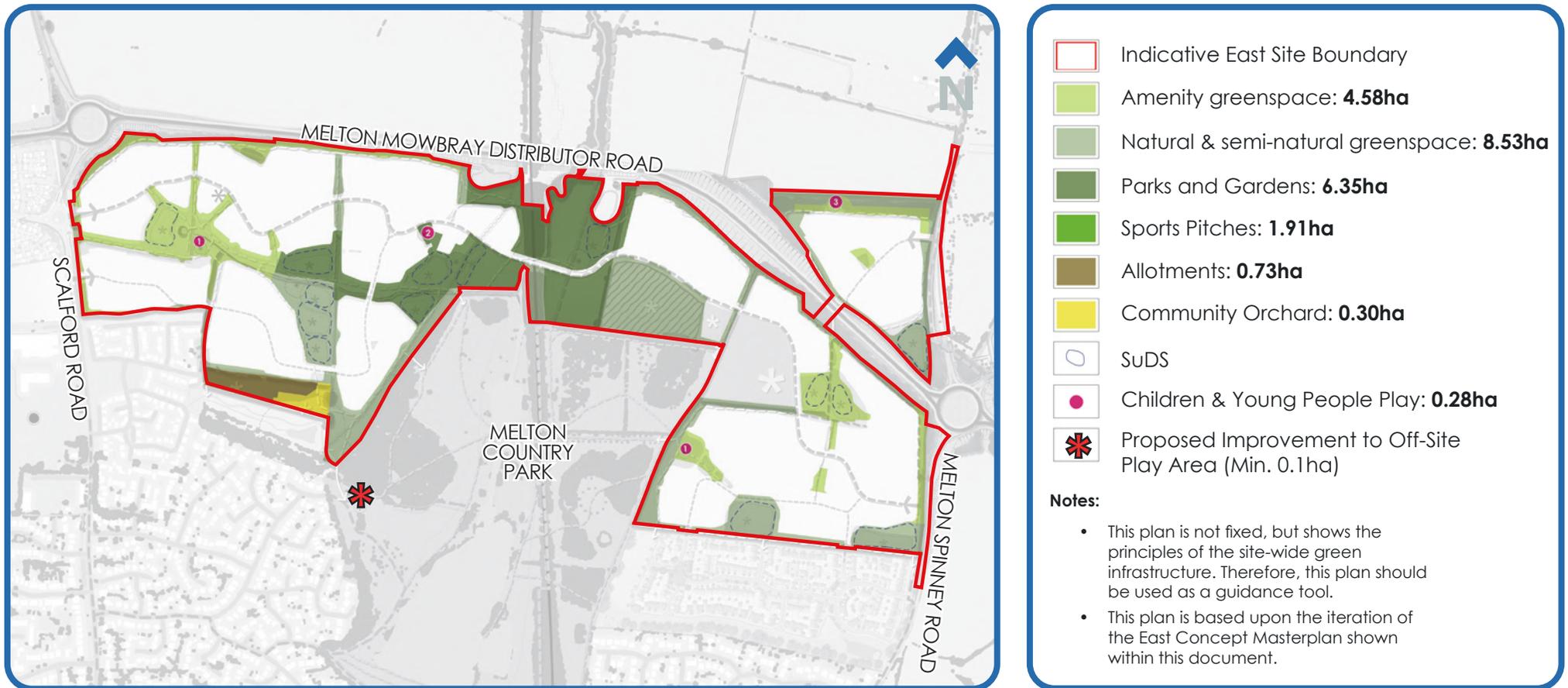


Figure 9.1: Green Infrastructure Plan, East of Scalford Road.

9.1 INTRODUCTION

In accordance with Policy EN7 (Open Space, Sport and Recreation) of the Melton Local Plan, the new neighbourhood is to provide the open space typologies as shown below.

Policy EV7 sets out the space standards for each typology as follows:

Open Space Typology	Standard (ha/1000 population)	Min. requirements for POS provision for 1,230 proposed dwellings (ha)
Parks & Gardens	1.92	5.67
Natural & semi-natural greenspace	1.38	4.07
Amenity greenspace	0.77	2.27
Provision for children and young people	0.13	0.38
Allotments	0.38	1.12 (incl. Community Orchard).
Playing pitches	Requirement (ha/1000 population)	
Football pitches	0.41	1.21

The provision of these different open space typologies will mean that the new neighbourhood's residents will benefit from convenient access to outdoor recreation, proving health and wellbeing benefits for the community, together with a range of landscape and ecological benefits.

The East Concept Masterplan delivers approximately 22.68 hectares of green infrastructure in total across all open space typologies, which meets and exceeds the quantity standards set out by Policy EN7, as shown on the table below.

To help inform the green infrastructure proposals for the East Site, the developers commissioned the preparation of an Open Space, Playing Fields and Allotment Review in December 2019. The relevant findings of this Review are referenced within this Chapter.

Open Space Typology	Min. requirements	Total GI Provided
Parks & Gardens	5.67	6.35
Natural & semi-natural greenspace	4.07	8.53
Amenity greenspace	2.27	4.58
Provision for children and young people	0.38	0.28 *
Allotments	1.12 (incl. Community Orchard)	1.03 *
Football pitches	1.21	1.91
Total	14.72ha	22.68ha

* Any shortfall in POS provision is to be met with commuted sum for off-site provision.

9.2 PARKS & GARDENS

Location

The constraints of the East Site mean that the central section of the East Site, adjacent to the former railway line, will remain as open space. Consequently, due to its size, central location within the East Site and close relationship with Melton Country Park, this part of the Site is to fulfil the function of a Park and Garden. This park will be called Jubilee Way Park, named after the public right of way which runs through it.

Jubilee Way Park will provide the majority of the Parks and Gardens typology. Due to its central location within the East Site, it will be highly accessible with a number of new recreational routes connecting it with the wider Site to both the east and west. Jubilee Way will also provide access to Melton Country Park to the south, and the countryside to the north.

Function

One of the principal functions of the new park is to form part of a wider open space buffer to Melton Country Park. To assist with its buffer function, new woodland, thicket, tree and hedgerow planting will be provided along the park's boundary with Melton Country Park.

The new park will also provide a place for residents and visitors alike to relax, and for informal recreational activities such as exercise, dog walking or to catch up with friends, together with opportunities for interaction with wildlife and the natural environment.

Character

Jubilee Way Park's character, in part, will be defined by the backdrop of the existing mature vegetation within Melton Country Park and along the former railway line. New landscaping will supplement the existing vegetation to create a semi-formal character, which reflects many of the existing landscape characteristics of Melton Country Park (i.e. blocks of tree planting and individual trees set within a significant area of amenity grassland to encourage passive recreation).

Design Parameters

The following design parameters should be adhered to:

- Existing vegetation to be retained, save where removal is required to facilitate access. Any loss of vegetation to be mitigated with new tree and hedgerow planting.
- New native woodland, thicket, tree and hedgerow planting alongside Melton Country Park.
- Areas of amenity grassland will be provided to encourage passive recreation. Areas of species rich wildflower will also be created to provide seasonal interest and to increase species diversity and habitat cover.
- Spine Street to pass through Jubilee Way Park with safe crossing point provided where Jubilee Way crosses the new street. Lighting along the road to be sensitively designed to avoid negative impacts on wildlife.
- New surfacing to improve Jubilee Way where it passes through Jubilee Way Park.
- Combined 3.0m wide footway/cycleway will be provided alongside the westbound carriageway of the Spine Street.
- 1.8m wide footways will meander through Jubilee Park connecting with Jubilee Way and the Spine Street.
- Street furniture to include benches and picnic tables.
- Signage to help visitors and residents alike successfully navigate through the Site.
- Litter bins and dog waste bins provided at main entrance points
- Cycle parking adjacent to picnic areas in prominent location with natural surveillance for security. Natural surveillance can be from Spine Street or nearby recreational routes.
- Sustainable drainage in north eastern part of Jubilee Way Park to be landscaped to provide focal point and reflect the park's overall character.
- Regular maintenance regime to provide a high quality amenity space.

9.3 NATURAL & SEMI-NATURAL GREENSPACE

Location

Located throughout the East Site, including immediately to the east and west of Melton Country Park, alongside many of the East Site's existing hedgerows and along the East Site's northern boundary.

Function

To provide natural and semi-natural green spaces that retain and incorporate existing features such as hedgerows, trees and ditches, together with new area of woodland, thicket, tree and hedgerow planting to assist in delivering a range of landscape and wildlife benefits and enhancements.

Areas to the west and east of Melton Country Park will form part of the wider open space buffer to the park, with new landscaping assisting to reinforce this boundary buffer function.

It will incorporate new routes for walking and cycling, as part of the new neighbourhood's wider network of traffic-free recreational routes.

Character

A rich mixture of new and existing landscaping, including swathes of species rich meadow, and aquatic and marginal habitat, to create attractive backdrops to the neighbourhood's new homes.



Design Parameters:

The following design parameters should be adhered to:

- Existing vegetation to be retained, save for where removal is required to facilitate access between development parcels. Any loss of vegetation to be mitigated with new native tree and hedgerow planting.
- New native woodland, thicket, tree and hedgerow planting alongside Melton Country Park.
- These open space areas will include new native planting throughout, including swathes of species rich meadow to increase species diversity and habitat cover.
- SuDS features present opportunity for aquatic and marginal habitat creation.
- Sensitive lighting design to avoid negative impacts on wildlife.
- Recreational access to these areas will be achieved through considered provision of cycle and pedestrian routes. New pedestrian only connections will run through these areas to Melton Country Park.
- Signage to help visitors and residents alike successfully navigate through the Site.
- Interpretation boards will be provided to describe the ecology and habitats present.
- Timber benches will be sensitively incorporated in places to encourage passive enjoyment of the natural and semi-natural areas.

9.4 AMENITY GREENSPACE

Location

Primarily located to coincide with the new LEAPs (see section 9.5 below). Will also comprise a number of the open space corridors, some of which will incorporate existing hedgerows.

Function

To provide high-quality, multi-functional spaces. The amenity greenspaces will accommodate the required buffers around the LEAPs, which will afford an attractive, well-landscaped setting and outlook for the adjacent dwellings overlooking these spaces.

Character

Well-landscaped green spaces, often containing a new play area providing a community focal of activity, which inherently will become spaces for residents to meet.



Design Parameters:

The following design parameters should be adhered to:

- Existing vegetation to be retained and enhanced with new landscaping. Any loss of vegetation where removal is required to facilitate access to be mitigated with new tree and hedgerow planting.
- Areas of amenity grassland will be provided to encourage passive recreation. Areas of species rich wildflower will also be created to provide seasonal interest and to increase species diversity and habitat cover.
- New 2.0m wide pedestrian paths will pass through these areas.
- Street furniture to include benches and picnic tables. Picnic tables located close to new play areas.
- Litter bins and dog waste bins provided at main entrance points to these spaces.
- Cycle parking adjacent to picnic areas in prominent locations with natural surveillance for security. Natural surveillance can be from nearby streets, nearby recreational routes or adjacent homes.
- Regular maintenance regime to provide a high-quality amenity space.
- Signage to help visitors and residents alike successfully navigate through the Site.
- The base of hedgerows will be retained as rough grassland or sown with species rich wildflower grassland to create interest and to provide areas of new habitat. In areas adjacent to new housing, and where space permits, pockets of amenity grassland will provide opportunities for more active recreation, such as informal play and exercise.

9.5 PROVISION FOR CHILDREN AND YOUNG PEOPLE

Location

4no. LEAPs located equally throughout the East Site to maximise accessibility from the new homes. LAPs to be dispersed flexibly through the East Site in combination with Amenity Green Space. Exact location and provision of LAPs to be determined on an application-by-application basis at the Reserved Matters stage.

A NEAP is to be provided within Melton Country Park, close to the existing Visitor Centre, as it provides optimal location with regards to accessibility from existing homes and the proposed new dwellings.

Note: NEAP = Neighbourhood Equipped Area for Play

LEAP = Local Equipped Area for Play

LAP = Local Area for Play

Function

To provide a variety of play opportunities and experiences that cater for children and young people.

Character

Natural play space using timber, play equipment and natural features that spill out seamlessly into the new areas of green infrastructure.



Design Parameters:

The following design parameters should be adhered to:

- On-site play provision located adjacent to a recreational route with natural surveillance and overlooking from dwellings.
- Well-drained, reasonably flat site surfaced with grass or a hard surface, along with appropriate surfacing for play equipment or structures.
- NEAP to have a minimum activity zone of 1,000m² comprising an area for play equipment and a hard-surfaced area of at least 465m². Buffer zone of 30m minimum depth separating activity zone and the boundary of the nearest residential properties.
- LEAPs to have a minimum activity zone of 400m² Buffer zone of 20m between activity zone and nearest habitable room façade of nearest dwellings.
- LAPs to have a minimum activity zone of 100m². 5m minimum separation between activity zone and the boundary of nearest dwellings.
- Play areas to provide stimulating, challenging play experiences and be designed to offer disabled children the same play opportunities as other children.
- Adequate space for active play.
- Boundary to play for children below 8 years to be fully enclosed with appropriate play fencing.
- Other boundaries to be recognisable by landscaping or fencing if necessary, for safety and to define boundaries.
- Seating, picnic tables and litter bins to be provided.
- Convenient and secure parking facilities for bikes.

9.6 ALLOTMENTS (INCLUDING COMMUNITY ORCHARD)

Location

Located in the south western part of the East Site between the proposed new housing to the north and existing public open space to the south.

Function

To provide space for the growing of fruit and vegetables, offering new residents the opportunity to pursue a more active lifestyle, for exercise and fitness through gardening.

To support the building of a community spirit, and to build upon Melton Mowbray's identity as the 'Rural Capital of Food'.

Character

A semi-rural, domestic garden feel, laid out in a formalised structure and layout, which allows tenants to grow a wide range of produce.



Design Parameters

The following design parameters should be adhered to:

- Hedgerows and trees along existing field boundaries to be retained and enhanced.
- Pedestrian access to be provided to community orchard from adjacent open space areas.
- Vehicular access to allotments to be provided with parking for a small number of cars near allotment entrance.
- Allotments to be laid out with ½ plot units, set out in a formal grid layout, so that a higher volume of holders can be accommodated.
- Pedestrian circulation within allotments to be to 3.0m wide central path with 1.2m wide secondary paths. Vehicle traffic to be limited to allotment entrance only.
- Timber post and rail fence or native hedgerow to site boundaries.

9.7 SPORTS PITCHES (INCLUDING COMMUNITY HALL AND CHANGING ROOMS PAVILION)

Location

Located immediately to the east of the new Jubilee Way Park and south of the Spine Street.

Function

Space for formal sports pitches likely to take the form of one adult football pitch (located to east) and smaller kick-about pitches (located to west). Exact layout and provision of pitches subject to detailed design.

Its location next to the new Jubilee Way Park will complement the new park's amenity and recreational function.

Will form part of the wider open space buffer to Melton Country Park, with new landscaping assisting to reinforce this boundary buffer function.

New community hall and changing rooms pavilion will overlook the sports pitches to the east.

Character

Community hall and formal sports pitches benefiting from the attractive landscaped backdrop afforded by Melton Country Park to the south and Jubilee Way Park to the west.



Design Parameters

The following design parameters should be adhered to:

- Level playing surfaces located at western and eastern areas. Existing topography means the central portion will be retained to accommodate existing topographical change in this part of the East Site.
- New landscaping to southern boundary will provide robust landscaped edge with Melton Country Park.
- New tree planting along northern edge of playing fields to be planted at regular intervals to help frame the sports pitches.
- Changing rooms pavilion to accommodate two adult football teams.
- Dedicated parking area serving both the community hall/ changing rooms pavilion and sports pitches.
- Secure and sheltered cycle parking to be located near the community hall's main entrance in a prominent location affording high levels of natural surveillance opportunities for security purposes.
- Community hall's design and internal layout to maximise opportunities for views across the sports pitches.
- Materials palette of community hall/changing rooms pavilion to compliment that of the wider neighbourhood. Opportunity exists for innovative use of contemporary architectural design and materials.

10. DELIVERY AND PHASING

10.1 BACKGROUND

A key objective of this Masterplan document is to enable the delivery of a key development site within the Melton Local Plan. In order to achieve this objective, deliverability has been considered at every stage of the preparation of this document. This chapter, therefore, sets out a phasing and delivery strategy, to ensure the proposals for the East Site are deliverable and achievable within the Local Plan timescales and policy framework.

The key criteria taken into account for ascertaining the phasing and delivery of the East Site is as follows:

- General compliance with Local Plan Policy SS5 and other relevant policies and objectives of the Local Plan.
- Land ownership.
- The timing of delivery of key community facilities.
- Timing of physical infrastructure, particularly in relation to access, the principal street network and drainage.
- Viability.

A site of this size will be delivered over a number of years and, therefore, the following phasing and deliverability strategy may need to be reviewed and updated in the future as a consequence of any unforeseen circumstance, such as for example changing market conditions. Any changes to the strategy must be agreed in writing by MBC.

10.2 PRINCIPLES FOR DEVELOPER CONTRIBUTIONS

The key principles for developer contributions are identified below, the details of which will be part of the future planning applications and relevant Section 106 agreements:

- Planning applications for each land parcel are expected to accommodate the required infrastructure within the development and in accordance with the Masterplan and Phasing Plan.
- The contributions for transport infrastructure will be in accordance with the strategy agreed with the Local Highways Authority (LHA) as part of the wider transport strategy (MMTS) including a 'per house' tariff contribution and will be collected according to agreed triggers.
- The financial contributions for primary school, secondary school, special educational needs and post-16 education will be steered by the Local Education Authority (LEA) in accordance with the LEA's stated co-efficient ('tariff') set out in the Developer Contributions Policy (and subsequent updates). Triggers for payments will be agreed with the LEA as part of the planning approval process, e.g. 25th, 50th and 75th percentile point of completions on each phase.
- The primary school site (subject to LCC justification at planning application stage) could be transferred to the LEA in Phase 1. This would enable the LEA to be empowered to manage the provision and phasing of the primary school to add capacity when determined by demand. The LEA are likely to require the land to be transferred in a serviced, cleared and level condition in order to facilitate delivery.

10.3 PHASING AND TIMESCALES

This Masterplan document will form a key material consideration for future planning decisions. Its approval is a definitive first step, which will be followed by the submission of planning applications with firm commitments to Section 106 contributions. This document and the delivery mechanism this chapter outlines, provide the guiding principles for these next steps.

The Council will work with all developers to bring forward the delivery of each land parcel in accordance with the approved Masterplan document. This could be concurrent and parallel, or linear, depending on the commercial strategy of the developers and market conditions.

The East Phasing Plan (Figure 10.1: East Phasing Plan) has been prepared to illustrate the phasing of the East Site. Phase 1 will commence within both the western and eastern parts of the East Site. To the west, development will be served by two points of access from Scalford Road, the northernmost of which will comprise a fourth arm leading off the new roundabout which will also serve the MNSN West to the west of Scalford Road. To the east, the first phase of development will be served by two points of access from the adjacent consented Taylor Wimpey development, providing a north south connection within the land parcel. A temporary construction access will also be provided off Melton Spinney Road in Phase 1.

A number of new pedestrian connections will be provided in Phase 1 along the eastern and western boundaries of the adjacent Country Park to facilitate early east-west movement through the Site via the Country Park's existing pedestrian routes. As mentioned above, the primary school site (subject to LCC justification at planning application stage) could be transferred to the LEA in Phase 1. Phase 1 will also see the delivery of the serviced internal space for the potential community, retail and/or health

use, together with the delivery of green infrastructure (including 2no. play areas) and associated street and drainage infrastructure.

Phase 2 will continue in the eastern and western parts of the East Site. The aforementioned temporary construction access from Melton Spinney Road will be upgraded to a permanent access and additional pedestrian connections will be provided to Melton Country Park. Phase 2 will see the delivery of the allotment and community orchard, together with further green infrastructure (including 2no. play areas) and associated street and drainage infrastructure.

Phase 3 comprises the central parts of the East Site and the area of the Site to the north of the NEMMDR. It will include the delivery of the playing pitch provision and the community hall/changing rooms pavilion, together with further green infrastructure (including 2no. play areas) and associated street and drainage infrastructure. A pedestrian and cycle connection will be provided to Melton Spinney Road to facilitate a link to the existing National Cycle Route, whilst a pedestrian route will link to the pedestrian crossing point on the NEMMDR between the former railway line and Melton Spinney Road. Phase 3 will see the completion of the Spine Street to facilitate a bus route through the development.

The anticipated phasing of the residential development parcels is as follows:

- **Phase 1:** 580 dwelling (± 50 dwellings)
- **Phase 2:** 295 dwellings (± 50 dwellings)
- **Phase 3:** 355 dwellings (± 50 dwellings)

It is envisaged that further development on the East Site will commence by 2023/24 and take place over the period to 2033/34.

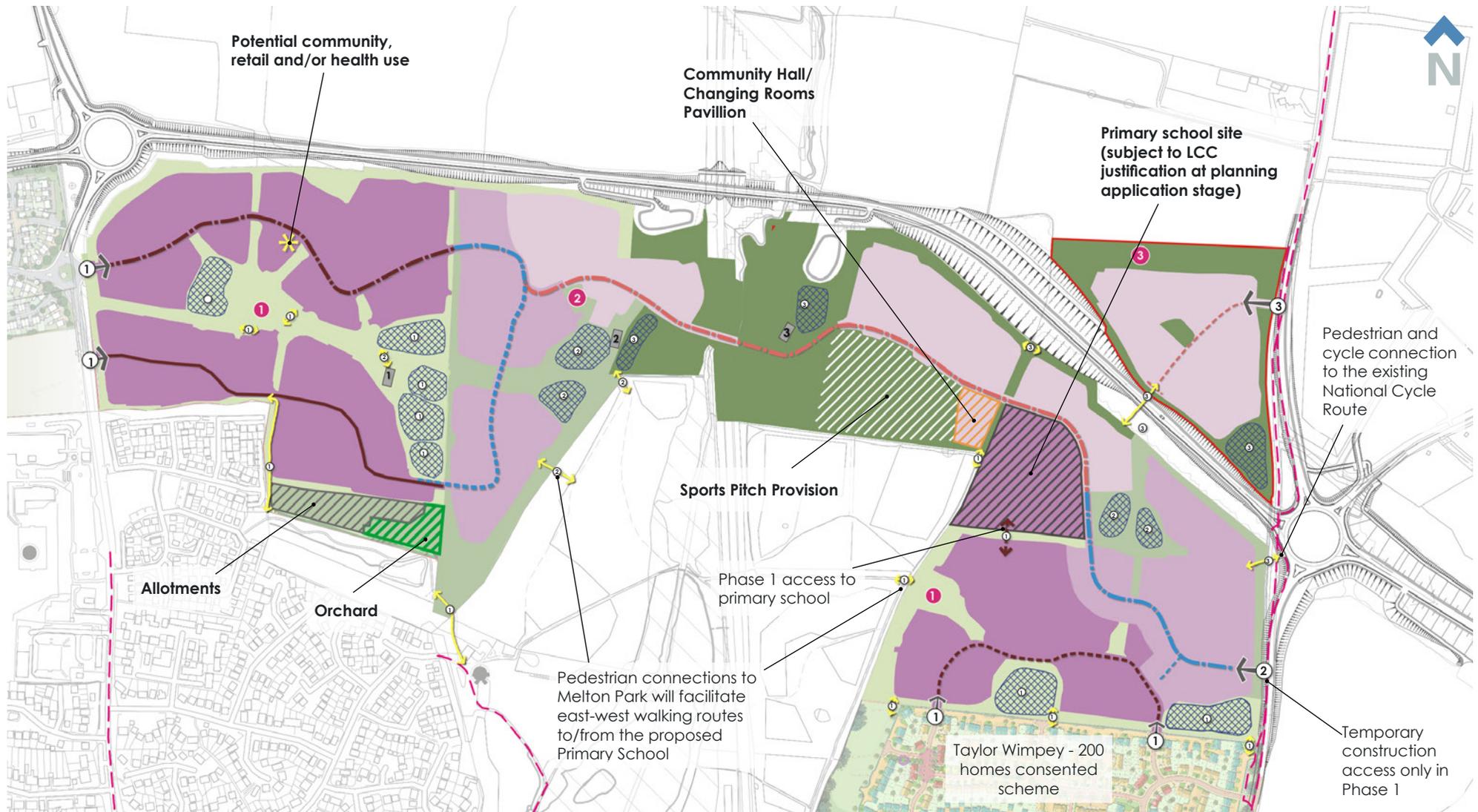


Figure 10.1: Phasing Plan for the MNSN East of Scalford Road.

Phase 1: 2023/24 - 2027/28

-  Residential: **16.44ha**
-  Primary school site (subject to LCC justification at planning application stage): **2ha**
-  Potential community, retail and/or health use
-  Children's play provision & green infrastructure:
 - Amenity greenspace
 - Naural & semi-natural greenspace
 - 2No. LEAP
-  Vehicular access point including pedestrian access
 - Scalford Road North
 - Scalford Road South
 - Taylor Wimpey Consented Scheme
-  Spine Street
-  Secondary Street
-  Pedestrian connections only
-  Sustainable drainage basins: **2ha**
-  Pumping station: **0.03ha**

Phase 2: 2027/28 - 2029/30

-  Residential: **8.61ha**
-  Allotments: **0.73ha**
-  Orchard: **0.30ha**
-  Children's play provision & green infrastructure:
 - Amenity greenspace
 - Naural & semi-natural greenspace
 - 1No. LEAP
 - 1No. Lap
-  Vehicular access point including pedestrian access
 - Melton Spinney Road South
-  Spine Street
-  Secondary Street
-  Pedestrian connections only
-  Sustainable drainage basins: **0.78ha**
-  Pumping station: **0.05ha**

Phase 3: 2029/30 - 2033/34

-  Residential: **9.59ha**
-  Community Hall/Changing Rooms Pavilion: **0.30ha**
-  Playing Pitch Provision: **1.91ha**
-  Children's play provision & green infrastructure:
 - Amenity greenspace
 - Naural & semi-natural greenspace
 - 1No. LEAP
 - 1No. Lap
-  Vehicular access point including pedestrian access
 - Melton Spinney Road North
-  Spine Street and bus route along completed spine street
-  Secondary Street
-  Pedestrian connections only
-  Sustainable drainage basins: **0.64ha**
-  Pumping station: **0.03ha**

10.4 INFRASTRUCTURE DELIVERY: FUNDING & FUNDING SOURCES

It is recognised that the delivery of infrastructure in the form of transport, education, community facilities and open spaces is a key part of the delivery of the Site. The quality and co-ordination of infrastructure development with the development phases is critical in determining the quality and attractiveness of the environment, which in turn will have a significant bearing on sales revenues and land values, and therefore impacts upon the viability of the development. In recognition that infrastructure delivery at the scale proposed in this document can be a complex task that cannot be achieved by a single organisation or site owner, a co-ordinated approach is proposed encouraging partnership working with public and private sector stakeholders.

Infrastructure necessary for the development is proposed to be funded through developer contributions collected through the planning application process by the Local Planning Authority (LPA).

The necessary land will be transferred to the LEA as part of Section 106 agreement along with the 'per house' tariff, discounted where applicable for land value relevant at the time, in accordance with the LCC Developer Contributions Policy (July 2019) to enable LEA to deliver the required infrastructure at the appropriate time.

For other infrastructure contributions where no land is involved, the full tariff applicable at the time will be required.

The internal building space for the potential community, retail and/or health use will be made available in Phase 1. The end occupant/s will be subject to more detailed discussions with businesses, service providers and/or local operators.

It is expected that the components of green infrastructure will be provided as the development progresses. Where appropriate, off-site contributions will be considered for the enhancement of existing facilities including improved connections to and from the development.

Viability is recognised as essential to enable delivery. The MNSN as a whole was examined at the Local Plan Examination and found to be viable. However, the additional requirement for the primary school site (subject to LCC justification at planning application stage) and current market conditions may require additional viability testing. At each stage, via planning applications, detailed viability analyses will further examine viability issues if requests are contested by the developer. The LPA will adopt a constructive approach to reaching a consensus and compromise where it is necessary and justified, with a view to facilitating development. However, critical infrastructure that is necessary to facilitate the development (such as provision of the primary school and highway works) will be prioritised.

Any negotiations regarding developer contributions will be framed in the context of the adopted Developer Contributions SPD which will set out MBC's priorities for infrastructure investment. At the time of writing, the document is in draft and undergoing consultation. It's due to be adopted on 23rd September 2021.

10.5 PRIMARY SCHOOL SITE DELIVERY

A 210-place primary school is also being provided within the MNSN West of Scalford Road, and it is anticipated it will be delivered first and, therefore, will have a pupil catchment that covers the MNSN to both sides of Scalford Road.

As the construction and occupation rate of the MNSN West of Scalford Road are subject to separate factors and considerations, the Phasing Plan for the East Site makes provision for the primary school site (subject to LCC justification at planning application stage) to be transferred to the LEA in Phase 1. The Phasing Plan allows for an initial access point to the primary school site to be provided in Phase 1, with the delivery of the subsequent principal access point being delivered in Phase 2 when the adjacent section of Phase 2 Spine Street is delivered.



PART 3

MNSN WEST of Scalford Road



11. MASTERPLAN

As set out in Chapter 4, the masterplanning proposals for the MNSN as a whole, have been subject to an in-depth process of consultation between the developers, and their respective consultant team with Officers from LCC and MBC, together with other key stakeholders. This chapter is split into three sections.

The first section sets out the “Masterplan Processes” that were undertaken between August 2017 and July 2019 and which consequently shaped aspects of the “settled” Concept Masterplan previously referred to in this document.

The second section sets out the outline planning applications submitted by LCC and Richborough Estates, which were subsequently approved.

The third section briefly summarises the Concept Masterplan, which forms the basis of the design proposals for the West Site, which are based upon the approved outline planning applications.

11.1 MASTERPLAN PROCESSES

August 2017

In August 2017, the developers undertook initial dialogue with Richborough Estates who are the promoters of the area of the MNSN immediately to the west of Scalford Road. Richborough Estates shared their most up to date masterplan at the time, as illustrated by Figure 4.1: Richborough Estates Illustrative Masterplan – August 2017.

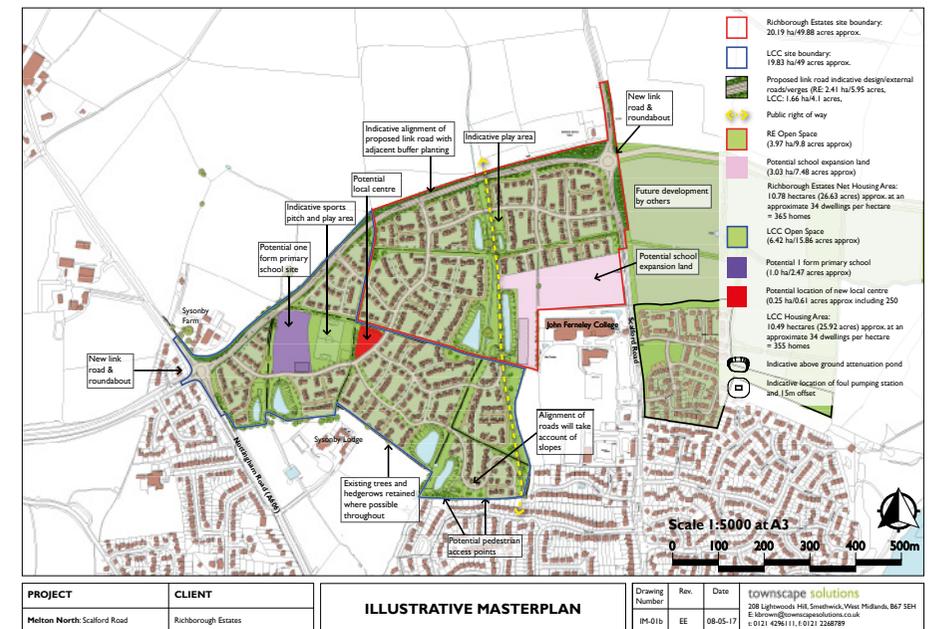


Figure 11.1: Richborough Estates Illustrative Masterplan – August 2017.

11th September 2017

A meeting was called by LCC on 11th September 2017, held at County Hall, to discuss their initial proposals for the alignment of the NEMMDR, as illustrated by Figure 4.2 - Preliminary Design Proposals for the MMDR (Plan 1) and Figure 4.3 - Preliminary Design Proposals for the MMDR (Plan 2). This meeting was attended by representative from the developers, together with Officers from LCC and their consultants AECOM.

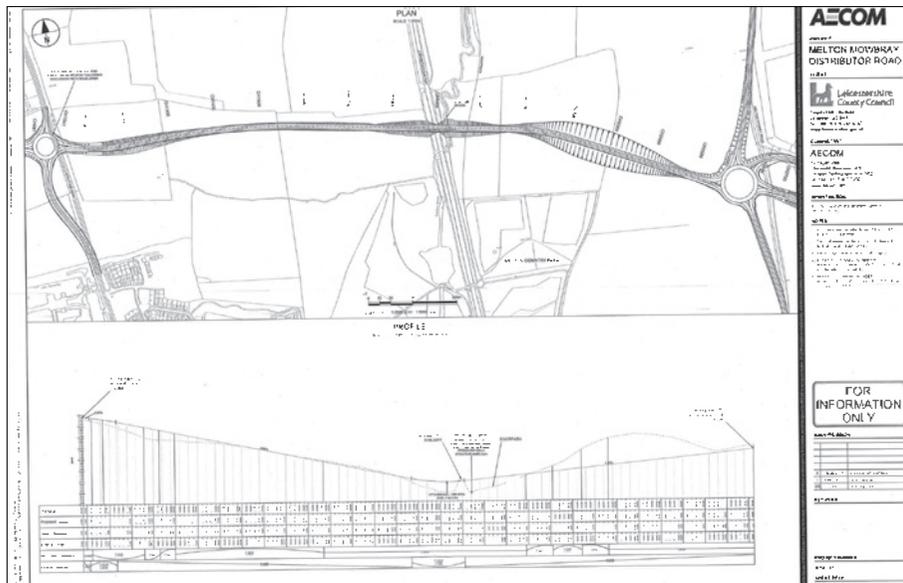


Figure 11.2: Preliminary Design Proposals for the MMDR (Plan 1) – September 2017.

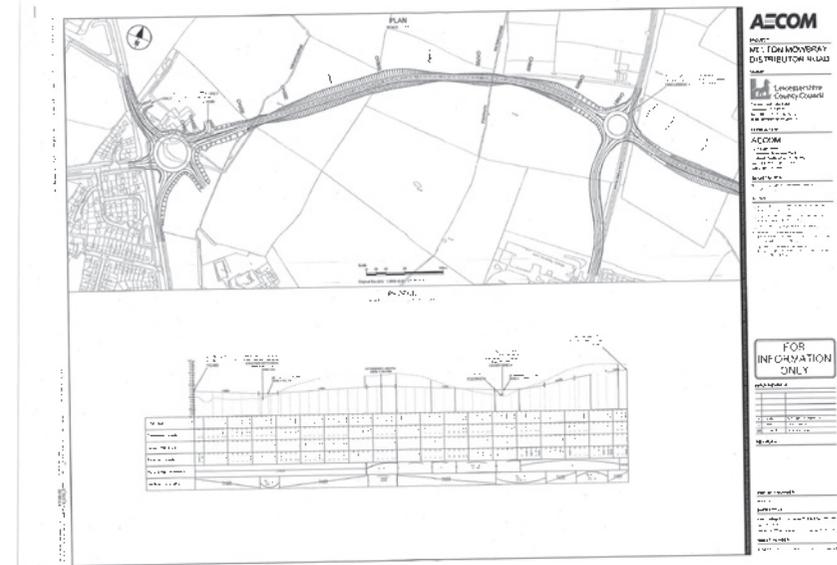


Figure 11.3: Preliminary Design Proposals for the MMDR (Plan 2) – September 2017.

Prior to this meeting, Phil Jones Associates acting on behalf of Richborough Estates, submitted an amended arrangement on behalf of Richborough Estates to illustrate a revised alignment and arrangement for a five arm Scaford Road/MMDR roundabout and a smaller three arm roundabout located to the south on Scaford Road to facilitate access to Richborough Estates' land, as shown by Figure 4.4: Proposed alternative roundabout arrangements - September 2017. The five-arm roundabout provided an access into the north western corner of the Site.

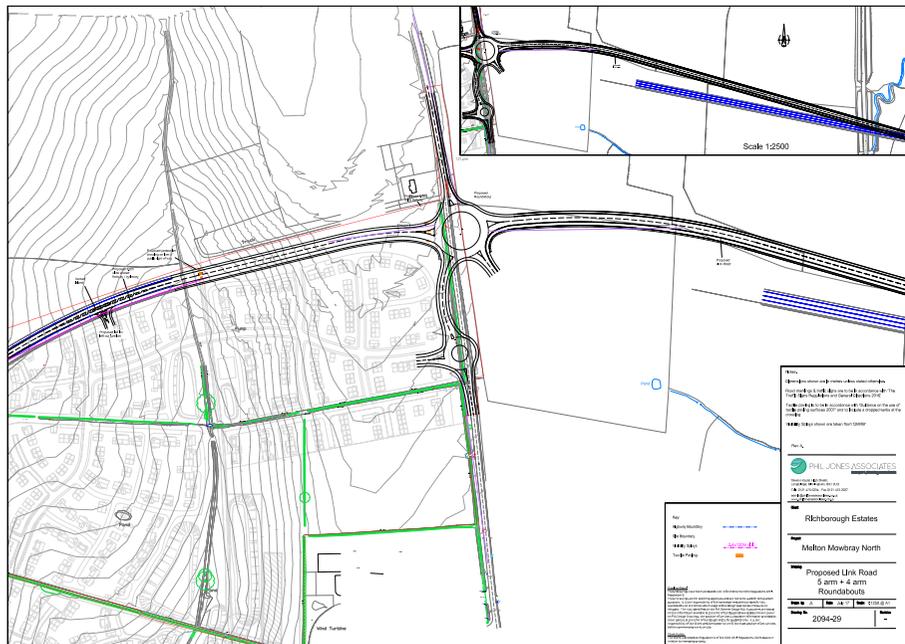


Figure 11.4: Proposed alternative roundabout arrangements - September 2017.

At the meeting it was suggested that the southerly roundabout could be amended to include a fourth arm to provide a second point of access to the Site from the west. AECOM went away to consider the possible relocation north eastwards of the larger roundabout to provide greater separation between the two roundabouts.

During this time, LCC had been progressing a public consultation exercise, which took place between 2nd September and 15th October 2017. The consultation exercise invited comment on LCC's preferred route option, as shown on Figure 4.5: The preferred route option from public consultation exercise carried out in September and October 2017.

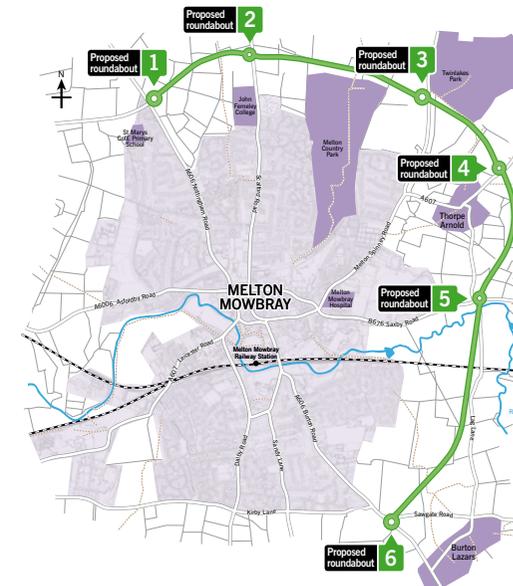


Figure 11.5: The preferred route option from public consultation exercise carried out in September and October 2017.

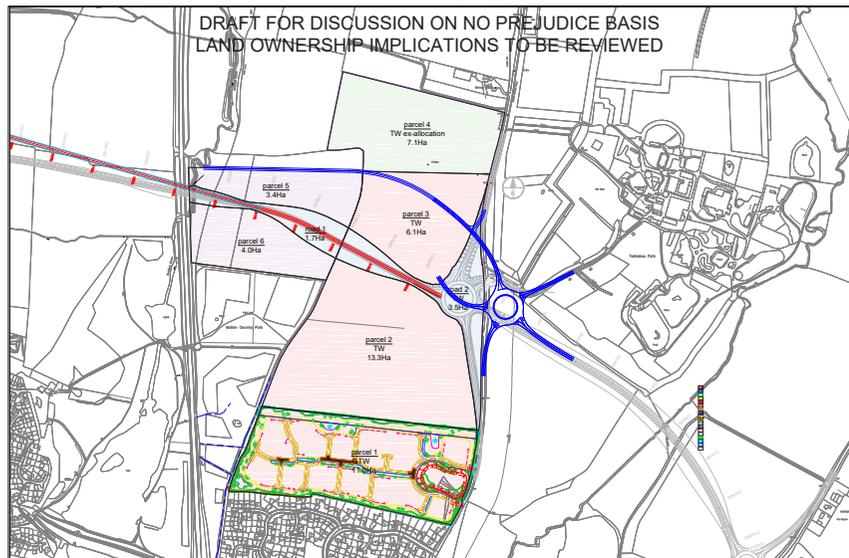


Figure 11.8: Option 2 for alternative Melton Spinney Road Roundabout/MMDR Roundabout.

13th October 2017

A formal response to the consultation on the MMDR was sent by GVA to LCC on behalf of all of the developers involved on the MNSN. The letter expressed support for the MMDR on the basis that there must be a written undertaking by MBC and LCC to support the delivery of housing within the parcel of land located to the north of the new road, thus avoiding any confusion arising during the Examination in Public (EiP) of the Melton Local Plan.

This letter also identified a number of amendments that the MNSN developers wanted to be made to the MMDR in order to facilitate improved access to the overall sustainable neighbourhood.

23rd November 2017

Further amendments were made to the MMDR proposals in November 2017, as shown on Figure 4.9: Revised Design Proposals for the MMDR - November 2017. These were circulated by email to the developer team on 23rd November 2017. The amendments incorporated a more northerly route of the MMDR where it passed through the eastern part of the Site. The email noted that LCC would also investigate moving the Melton Spinney Road/MMDR roundabout further to the east subject to agreement on the proposed revised routing of the MMDR. This email also noted MBC's support that development be located on the northern side of the MMDR within the extents of the Site's local plan allocation.



Figure 11.9: Revised Design Proposals for the MMDR - November 2017.

20th December 2017

Acting on behalf of Barwood Land, LCC, Richborough Estates, Taylor Wimpey UK Ltd and William Davis, GVA submitted a letter of qualified support for the MMDR to LCC at the time of submission of LCC's Business Case for the new road. The letter caveated that their support for the MMDR was on the basis that development to the north of the MMDR, where it severs the MNSN allocation, is accepted.

January 2018

Ahead of the EIP (February 2018) on the Melton Local Plan, representatives from Barwood, LCC, Richborough Estates, Taylor Wimpey and William Davis held a meeting to discuss the latest masterplan proposals for the MNSN, as illustrated by Figure 4.10: Illustrative MNSN Framework – January 2018. The Illustrative MNSN Framework illustrated development to the north of the MMDR within land controlled by Barwood Land and Taylor Wimpey UK Ltd. The plan also illustrated how the proposed new Melton Spinney Road/ MMDR roundabout could be located to sit to the east of the current alignment of Melton Spinney Road.

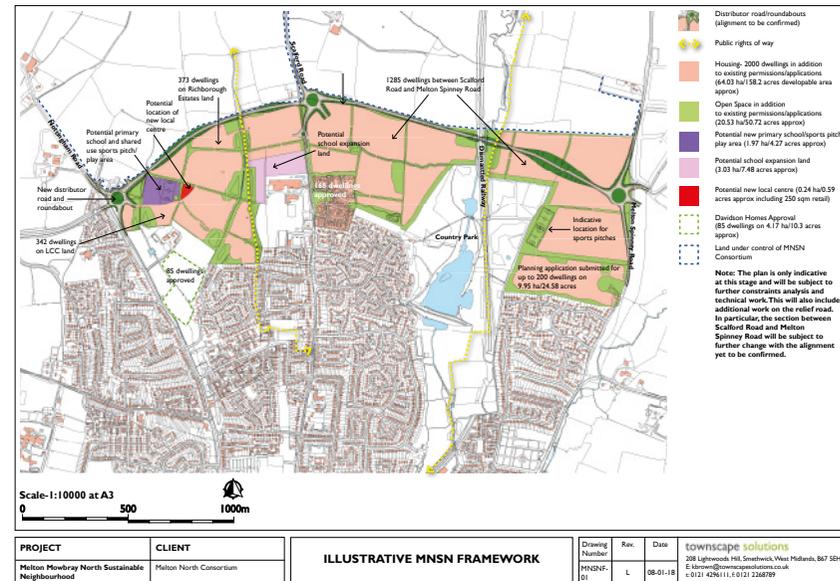


Figure 11.10: Illustrative MNSN Framework - January 2018.

PROJECT	CLIENT	ILLUSTRATIVE MNSN FRAMEWORK	Drawing Number	Rev.	Date	sowinscape solutions 208 Lightwoods Hill, Snettisham, West Midlands, B67 5EH E: d.moran@sowinscape.com T: 0121 4296111, 0121 226099
Melton Mowbray North Sustainable Neighbourhood	Melton North Consortium		MNSN-F-01	L	08-01-18	

August 2018

In August 2018, a revised iteration of the Illustrative MNSN Framework (Figure 4.11: Illustrative MNSN Framework – August 2018), was submitted to MBC by GVA on behalf of LCC and Richborough Estates. This plan was submitted to MBC without prior discussion or collaboration with Barwood Land, Taylor Wimpey UK Ltd and William Davis. The plan showed a primary school located to straddle the boundary between the land interest of Barwood Land and Taylor Wimpey UK Ltd. It should be noted that a primary school had already been indicated within the western part of the MNSN and therefore was over and above the Local Plan requirement for the MNSN to accommodate one primary school. The plan had also removed the development within Barwood's land interest previously shown to the north of the MMDR and shown the Scalford Road/ MMDR roundabout located to the east of Melton Spinney Road.

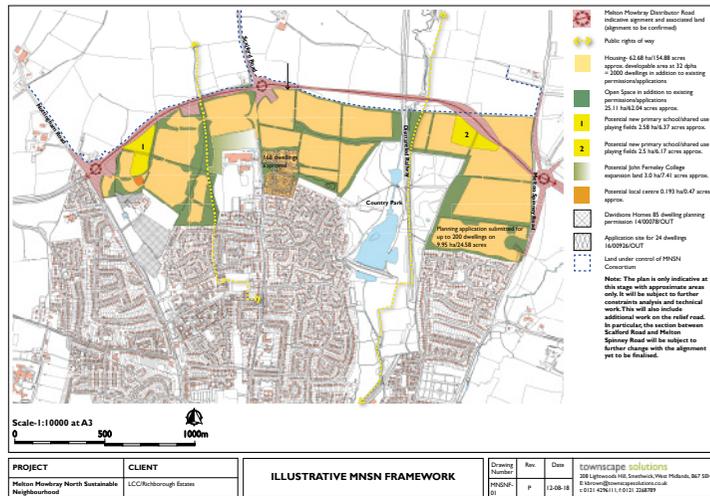


Figure 11.11: Illustrative MNSN Framework – August 2018.

September and October 2018

Taylor Wimpey UK Ltd and Barwood Land jointly instructed CSA Environmental to produce a Concept Masterplan to counter the Illustrative MNSN Framework submitted to MBC by GVA on behalf of Richborough Estates and LCC. The new Concept Masterplan showed how housing and a primary school site could be accommodated to the north of the NEMMDR within the land interests of Barwood Land and Taylor Wimpey UK Ltd. The inclusion of housing in this location was to assist with viability as a consequence of the primary school being in addition to policy requirements. Barwood Land and Taylor Wimpey UK Ltd jointly presented the Concept Masterplan to MBC. At this time, MBC were also seeking dates for a masterplan design workshop with all parties involved on the MNSN.



Figure 11.12: Concept Masterplan for Barwood and Taylor Wimpey.

10th October 2018

The Melton Local Plan 2011-2036 was adopted by Full Council on 10th October 2018, therefore confirming the allocation of the MNSN.

December 2018 – February 2019

MBC advised of the appointment of their consultant One Creative Environments to prepare a Masterplan for the MNSN. To assist with the preparation of this Masterplan, the developers were invited to attend individual meetings with Officers from MBC and representatives from One Creative Environments so that the developers could advise on technical work that had been carried out to date on their respective land interests so that One Creative Environments could gain an understanding of how this work would influence the preparation of their Masterplan.

March 2019

In March 2019, One Creative Environments undertook a visit of the MNSN site as part of their initial design considerations. It was at this time that MBC and One Creative Environments proposed that Taylor Wimpey UK Ltd's land interest to the north of the NEMMDR be used for a hotel, pub and petrol station. They also suggested by email at this time that a light controlled pedestrian crossing be provided across the NEMMDR to provide a crossing point between the parts of the Site located to either side of the proposed new road, however, they acknowledged in the same email that this would not be viable for a number of reasons.

Taylor Wimpey UK Ltd responded to this suggestion, also by email. Their rebuttal highlighted that the provision of the suggested non-residential uses to the north of the MMDR would be unacceptable as the housing numbers identified within the Local Plan policy for the MNSN could not be achieved. Their response also highlighted that this suggestion contradicted discussions that had already taken place with regards to a statement of common ground between all parties that had been accepted and formed part of MBC's evidence base for the Local Plan and acceptance for support for LCC's Business Case for HIFF funding for the NEMMDR. This established the acceptability of locating provision of residential development to the north of the NEMMDR.

July 2019

In July 2019, MBC and One Creative Environments held a workshop, attended by the developers and their representatives, to present their Masterplan (Figure 4.13: MNSN Masterplan prepared by One Creative Environments) for the MNSN. They also presented extracts of a supporting draft Design Code/Design SPD, which at the time was being prepared to support both the MNSN and the MSSN.

With respect to the Site, the Masterplan proposed 1,700 – 2,100 homes, supported by a neighbourhood centre, care village, playing fields and reserved land for a primary school grouped together in the western part of the Site. It also showed an area for either a hotel, leisure use and commercial use or housing on the northern side of the NEMMDR within the land interest of Taylor Wimpey.

The workshop provided some limited scope to provide initial feedback on the proposed Masterplan tabled at the event. The Masterplan, as proposed, presented a number of issues for the developers, as follows:

- The large area of community uses within the western part of the Site was located mostly within the land interest of William Davis, therefore, leaving very limited space for new housing within their land interest, undermining the viability and deliverability of the scheme as a whole.
- The Masterplan continued to show the potential for non-residential development within Taylor Wimpey UK Ltd's land interest to the north of the MMDR.
- The requirement of a neighbourhood centre of the scale shown was questioned due to the proposal for a local centre within the section of the MNSN being promoted by LCC.

- The Masterplan did not appear to have fully considered the Site's topography and the development's likely drainage requirements.
- Notwithstanding the provisions of Policy SS5 (Melton North Sustainable Neighbourhood), the requirement for a care village was questioned as it was considered that a care facility should be located closer to the town centre.

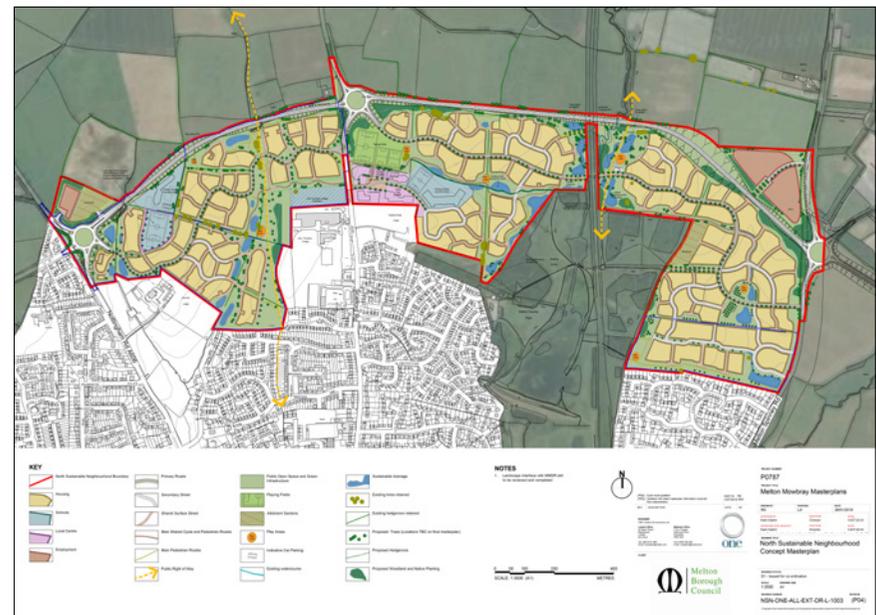


Figure 11.13: MNSN Masterplan prepared by One Creative Environments

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11.2 OUTLINE PLANNING APPLICATIONS

22nd March 2018

On 22nd March the County Council submitted the Sysonby Farm site outline planning application (18/00359/OUT) for up to 290 dwellings with a local centre and school site and in June 2018, this was followed by the Richborough Estates outline planning application (18/00769/OUT) on the land to the north of John Feneley College for up to 400 dwellings, with land for extensions to the college. Both applications were submitted without a comprehensive Masterplan for the whole SN.

There was pressure for the County Council's planning application to be approved quickly, prior to the adoption of a comprehensive Masterplan as they had been awarded £4.4 million by Homes England towards infrastructure costs involved in opening up the site. Concurrently, changes to the pupil multiplication formula relating to primary school places meant that the MNSN now needed to accommodate two primary schools across the site, one 210 place school, and one 420 place school instead of one larger school. In summer 2019 it became apparent that the Masterplanning of the wider site was not supported by any of the developers in the MNSN due to issues surrounding education provision, and the need to adequately distribute (equalise) all of the infrastructure requirements across the wider site. Consequently, the pressure to deal with these two planning applications rose, particularly as between them they provided sufficient infrastructure on site to allow them to come forward without a Masterplan for the whole SN. In addition, whilst a Masterplan for the whole SN would be ideal, the policy does not make it a pre-requisite for the grant of planning permission. Furthermore, their early approval provided a

boost to the NEMMDR project, ensuring that the transfer of land to construct the road was included in the S106 agreement in addition to financial contributions towards the road and wider transport solutions. This gave further certainty the local highway authority at Leicestershire County Council of the contributions expected to come forward for the NEMMDR to bridge the gap between the total cost of the road and the Department for Transport funding, a gap of circa £20 million which should be met by developers.

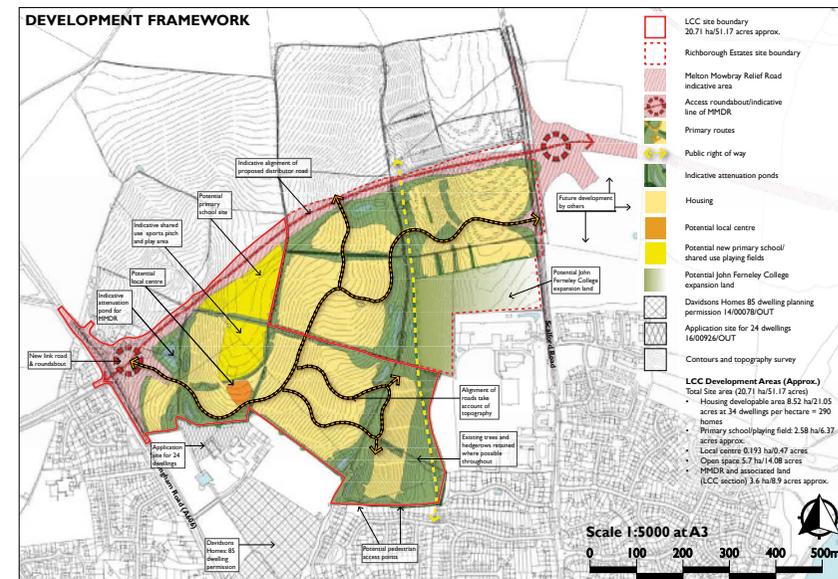


Figure 11.14: Approved Development Framework for the West Site.

1st August 2019

Both sites received a resolution to grant outline planning permission (access only) at the meeting of the Planning Committee on 1st August 2019. However, it took a significant period of time to get to a point that the S106 legal agreements were satisfactory to all parties. The Richborough S106 was signed on 31st July 2020, and the County Council's Sysonby Farm on 14th December 2020. Both sites have been conditioned to require the submission of a Design Code for their sites. Pre-application discussions took place with Richborough's preferred developer, Bloor Homes in late 2020 in regards to submitting their first reserved matters application, which was submitted in January 2021, and is currently pending consideration. Their access is not dependent upon the NEMMDR project, being a separate roundabout on the Scalford Road, south of the proposed NEMMDR, consequently, they can start construction as soon as the relevant permissions and licenses are granted.

July 2021

Pre-application discussions have commenced with a housing developer who is presently in negotiations with LCC to purchase the LCC site, with the potential purchaser being keen to submit their reserved matters application as soon as possible. The access to the LCC site is wholly dependent upon the construction of NEMMDR Roundabout 1, which is located on Nottingham Road, and has an arm into the LCC site providing the sole access point until the spine street through the West Site links up with the Bloor Homes site to the east. The proposed location of the primary school on the LCC site will mean that the spine street to the Bloor Homes site will need to come forward in line with the timing of the handover of the primary school land on the LCC site to the education authority (10% occupations).

11.3 THE CONCEPT MASTERPLAN - WEST OF SCALFORD ROAD

The West Concept Masterplan (Figure 11.15: The West Concept Masterplan) underpins the design proposals for the west part of the new neighbourhood. The land uses accommodated on the West Concept Masterplan are as follows:

Land Use	Hectares	Notes
Residential	20.06	690 dwellings at 34 dwellings per hectare.
Primary School	1.0	
Local Centre	0.5	
Land for potential expansion to John Ferneley College	1.22	
Allotments	0.2	Green Infrastructure Total: 11.38 ha
Remaining POS/SuDS/Play Provision	11.18	
Remaining Infrastructure (incl. pump stations, highway)	0.30	
Site Boundary	34.46	

 Indicative Site boundary

LAND USE

 Proposed Residential Development

 Primary School

 Potential locations for Local Centre

 Potential John Ferneley College expansion Land

GREEN & BLUE INFRASTRUCTURE

 Attenuation basins (SuDS)

 Existing ditches

 Existing on-site vegetation to be retained where appropriate

 Proposed amenity and natural and semi-natural greenspace

 Proposed Allotments

 Proposed children's/young persons play provision

ACCESS & MOVEMENT

 Proposed vehicular access points

 Proposed temporary access

 North East Melton Mowbray Distributor Road (NEMMDR)

 Proposed spine street/bus route

 Proposed cycleway/footway along Spine Street and secondary routes

 Proposed secondary routes

 Proposed recreational routes

 Proposed pedestrian connections

 Proposed recreational routes (cycle)

 Proposed cycle connection

 Existing public footpath

CONTEXT

 Existing vegetation

 Existing facilities

 Proposed foul pump stations and associated cordon sanitaire



Figure 11.15: The Concept Masterplan.

12. ACCESS & MOVEMENT

12.1 ACCESS

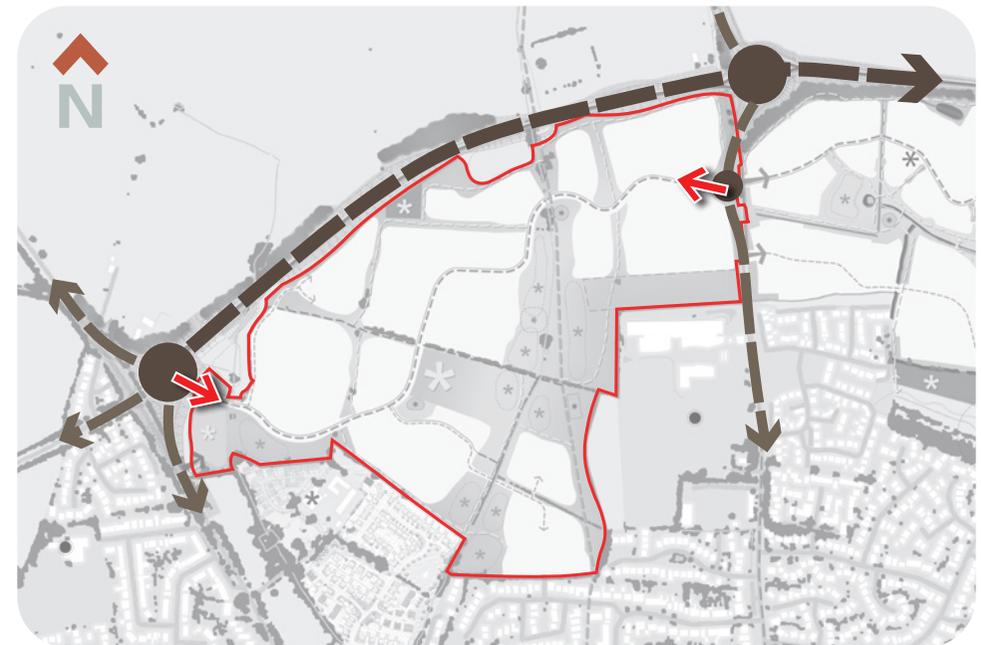
Vehicular Access

There are to be two vehicular access points serving the West Site. To the west, vehicular access is to be provided from a dedicated 5th arm off the proposed roundabout at the junction of the NEMMDR and Nottingham Road. This vehicular access point connects to the western end of the new Spine Street, which will form the primary vehicular route east into the Site.

To the east, access to the land West of Scalford Road, will be via a new roundabout along Scalford Road. The road's current alignment will shift towards the west, into the West Site, with the new roundabout largely located within the West Site. This roundabout will also give access to the land at MNSN East of Scalford Road.

A temporary access road into the LCC land will be provided off Nottingham Road via a priority junction, until such time as the new roundabout with the NEMMDR is completed.

The vehicular access points are to be provided in a phased manner, further details of which are set out in Chapter 17: Delivery and Phasing.



 Indicative West Site boundary

 Vehicular access points from Nottingham Road and Scalford Road.

Figure 12.1: Proposed Vehicular Access Plan.

Pedestrian and Cycle Access

The access proposals for the new neighbourhood include a number of measures to improve pedestrian and cyclist connectivity to and from the West Site, as follows:

- The existing pedestrian connection into the West Site along public footpath E17 will be retained. A pedestrian refuge island is proposed along the NEMMDR, to allow pedestrians along this public footpath to cross and continue northwards.
- Two further potential pedestrian access points could be provided from Dickens Drive, at the cul-de-sac, and in the vicinity of the existing play area to the south of the West Site.
- Potential pedestrian access via the development to the south west around Sysonby Lodge.
- A pedestrian crossing point provided as part of the NEMMDR will facilitate pedestrian integration between the main body of the Site and the area located to the north of the new distributor road.

A number of pedestrian connections will be provided to public footpath E17. Where it passes through the Site, the footpath will be enhanced by surfacing along its route so that it can be used all year round. Where the footpath crosses the new Spine Street, a safe crossing point will be provided that includes dropped kerbs, tactile paving and appropriate signage.

The pedestrian and cycle access points are to be provided in a phased manner, further details of which are set out in Chapter 17: Delivery and Phasing. The proposed vehicular access points will also facilitate pedestrian and cycle access into the West Site.



Figure 12.2: Proposed Pedestrian and Cycle Access Plan.

12.2 MOVEMENT FRAMEWORK

The movement framework has been developed to achieve the following principles of good urban design:

- To maximise the choice for how residents and visitors alike will make their journeys.
- To take full account of the kinds of movement the new development will generate.
- To make clear connections to existing routes and facilities.
- To encourage sustainable movement patterns, particularly for local trips.

As set out in Chapter 3: Vision, the movement framework is to be based upon a strong and clear hierarchy of streets comprising the following:

- Spine Street
- Secondary Streets
- Mews, Lanes and Courtyards
- Green Edges

In accordance with the Leicestershire Highways Design Guide (LHDG), the highway elements of these street types will be designed to accord with the requirements of the residential road types set out in LHDG as follows:

- Spine Street (Major residential access road)
- Secondary Streets (Residential access road)
- Mews, Lanes and Courtyards (Residential access way)
- Green Edges (Residential access way)

Each street typology will be defined by its own characteristics, principally defined by the different design approaches to the built form fronting the street spaces. Further information on how this will be achieved is contained in Chapter 13: Residential, and the Design Code for the Land West of Scalford Road.

The Site's topography will dictate the exact alignment of the new streets. The alignment of the Spine Street shown on the West Concept Masterplan has already been subject to a large amount of detailed design work. Therefore, its alignment, especially in the south and east, can be seen to traverse the contours wherever possible in order to provide as gentle a climb/descent along the Site's slopes as possible. At the detailed design stage, the new neighbourhood's other street typologies will require similar detailed design considerations where topography dictates.

Wherever possible, the new network of streets will be designed to maximise permeability in order to maximise the choice of routes in order to encourage walking and cycling and reduce car journeys, particularly for local trips. The West Concept Masterplan complements this permeability through the provision of a network of connected pedestrian and cycle routes running through the new areas of green infrastructure. Together, this permeable framework of routes will maximise the choice of routes to destinations within the new neighbourhood and with its surrounding context.

The design specification of the different street typologies on the Bloor Homes land is set in a separate Design Code submitted with their reserved matters application. Within that Design Code, the following equivalent terminology is used in relation to the street hierarchy:

- Spine Street - Major Residential Access Road.
- Secondary Streets - Residential Access Road.
- Mews, Lanes and Courtyards - Residential Access Way.
- Green Edges - Privately-maintained Access Lane.

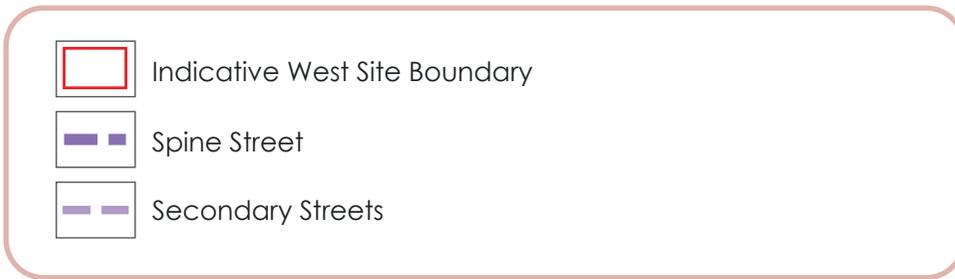
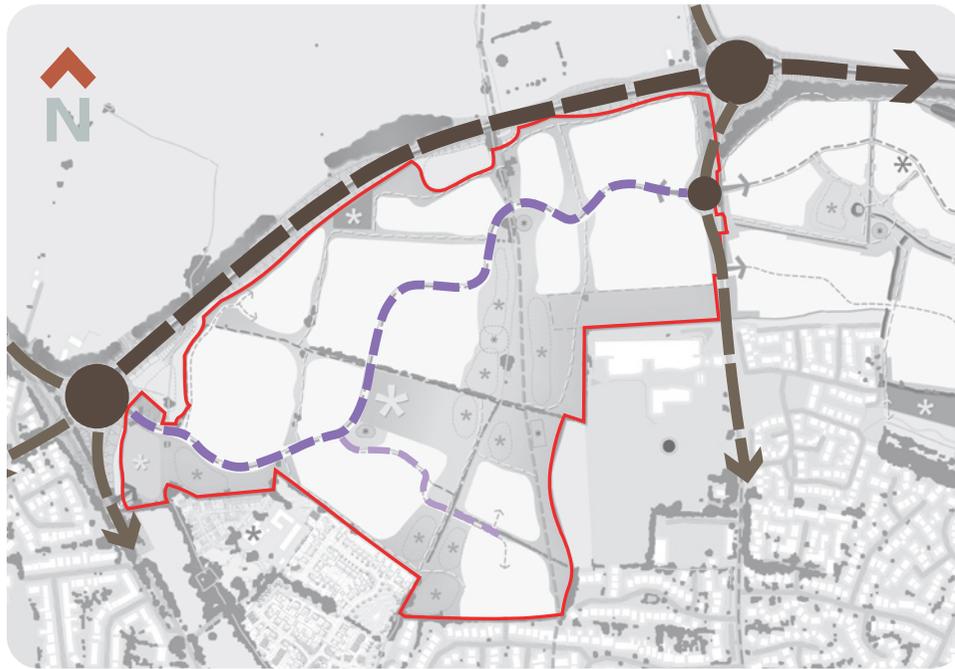


Figure 12.3: Movement Framework - Spine Street and Secondary Streets.

12.3 BUS ROUTE

The Spine Street within the MNSN West has been designed to accommodate a bus route, which would be capable of linking between the access at Nottingham Road and that at Scalford Road. A bus route along the Spine Street is required by the S106. It presents the opportunity to form part of the wider bus link which is proposed within the MNSN East Site.

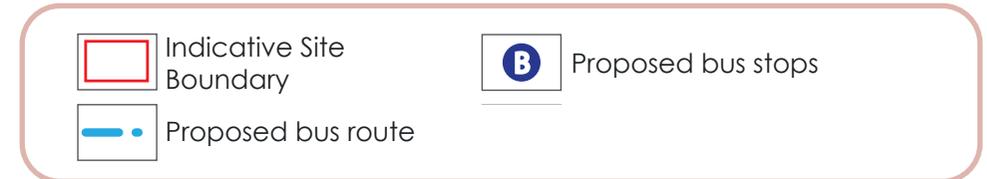
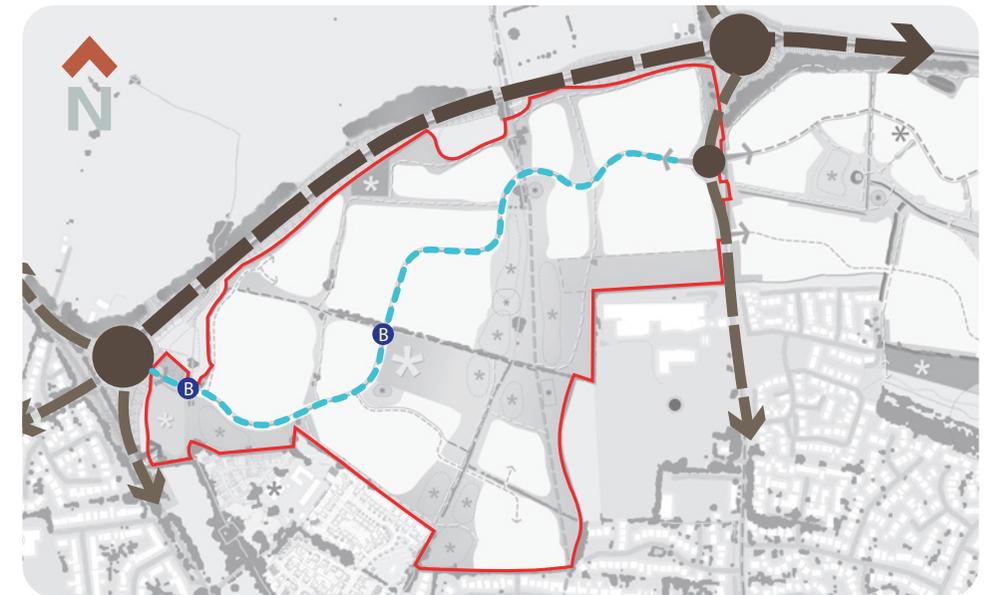


Figure 12.4: Bus Route Plan.

13. RESIDENTIAL

The principal land use within the West Site will be residential with the provision of approximately 690 dwellings. This chapter, therefore, sets out the principal considerations that have helped to define the location of the new homes.

An important function of this chapter is also to create a design framework whereby the new residential areas will be underpinned by a series of recognisable street types and different character areas. This is a critical step in creating a legible development whereby residents and visitors alike will be able to grasp the new neighbourhood's layout and form.

13.1 LOCAL CONSIDERATIONS

The West Concept Masterplan recognises that when creating a new place, it's not about creating it for buildings, it's creating it for people. Therefore, creating a sense of community has been a priority through the application of a landscape-led approach. The landscape-led approach has created a West Concept Masterplan whereby the creation of a connected network of green infrastructure based upon existing vegetation and landscape features forms the framework within which the homes will sit.

This approach means that all of the new homes will be located within easy reach of a range of open spaces where residents and visitors alike can meet, where children can play and where wildlife can flourish. As a consequence of the new neighbourhood being shaped by the landscape, health and wellbeing benefits will be maximised and the Site will become a new destination in its own right.



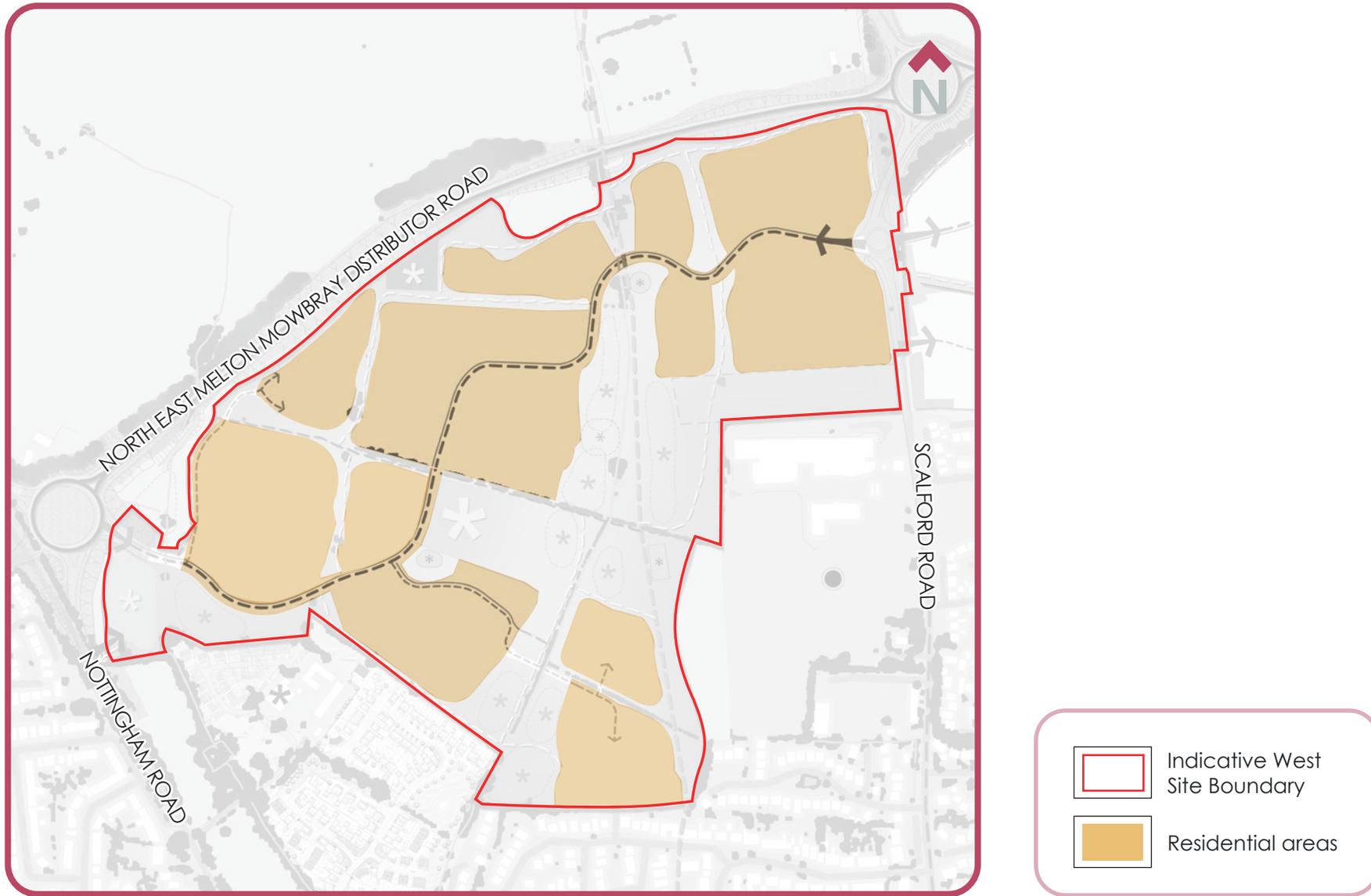


Figure 13.1: Location of residential development area, west of Scaford Road.

13.2 CREATING A SENSE OF PLACE

Streetscape Character Frontages

The previous chapter on Access and Movement sets out how a clear hierarchy of streets will create the basis for a legible environment with a strong sense of place. The overarching character of the four street typologies, referred to hereinafter as 'Streetscape Character Frontages', is as follows:

- **Major Residential Access Road:** Built form to follow strong and consistent building lines (albeit topographical considerations will dictate set back distances in places). Storey heights will primarily be 2 storeys, with 2½ storey forms used to reinforce function as the principal street within the development. Buildings will comprise predominantly detached and semi-detached houses, with apartments at key locations. Boundary treatments to complement formal, uniform character. Materials and architectural detailing to create uniform and coherent appearance.
- **Residential Access Road:** Less formal than the Spine Street, but not as informal as the Mews, Lanes and Courtyards. Subtle variation in building setbacks and building lines to create a more subservient character compared to the Spine Street. More varied character will be reinforced by a greater mix of dwelling types and a varied roofscape.
- **Residential Access Way:** A series of shared surface streets where traffic movements will be relatively low. Greatest mix of unit types to create a varied townscape, with higher densities around key spaces. Will be predominantly 2 storey buildings. The opportunity for some bungalows within these areas should be explored.
- **Privately-maintained Access Lane:** Informal character of larger dwelling types where (one-sided) development abuts countryside beyond or one of the development's principal open spaces. New and existing landscaping will form an important part of the overall character.

A separate Design Code has been submitted for the Richborough Estates land (yet to be agreed with MBC), and the outline planning permission on the LCC land requires a Design Code to be submitted for that development.

Key Residential Character Areas

In addition to the Streetscape Character Frontages, a series of key character areas encompassing the residential areas will also be established to provide recognisably different places that have a coherent sense of place. These character areas do not cover every part of the Site, but rather focus upon the most important parts of the residential development area. The character areas are as follows:

- **Western Scalford Road Frontage:** The new homes will front onto the west of Scalford Road to create a gateway feature into the MNSN West development. New native hedgerow and tree planting will be incorporated along the new layout and roundabout along the west of the road, with the houses and access drives set back behind this. The new homes will face onto the roundabout and road, and will have a formal and consistent building line, creating a strong entrance feature. Houses here could be up to 2½ storeys in height.
- **Primary Green Corridor:** An important green located within the eastern part of the West Site at a point where the Spine Street, public footpath E17, the watercourse, and a number of open space corridors, and therefore a number of recreational routes, converge. As a consequence, the Focal Green will form a pivotal location within the connected structure of the development's green infrastructure. The Focal Green will contain a new children's play and will be overlooked by new homes. Existing hedgerows will be supplemented by new tree and hedgerow planting to create a space marked by high quality landscaping.

- **NEMMDR Frontage***: The new homes will be orientated to front or side onto the NEMMDR and the associated balancing ponds, to create attractive aspects alongside the new road. The new homes will also overlook new public open space which will run alongside the NEMMDR and contain existing and new landscaping which will screen and filter views of the new homes from both the new road and the countryside beyond.
- **Nottingham Road Junction**: The new homes will overlook the new roundabout at the junction of the NEMMDR and Nottingham Road, to create a strong entrance to the settlement from the north. The homes will front onto the balancing pond associated with the NEMMDR, and will be set back behind the street. New avenue tree planting should be incorporated between the basin and the road, and the houses here should form strong, continuous frontages, to create a more formal character along this entrance.

* No new homes to have direct access from the NEMMDR.



Key Character Areas:



Western Scaford Road Frontage



Primary Green Corridor



Nottingham Road Junction



NEMMDR Frontage

Figure 13.2: Key Residential Character Areas.

14. LOCAL CENTRE

14.1 LOCATIONAL CONSIDERATIONS

A number of considerations have influenced the location of the local centre, to serve its functional need and to ensure it responds to the Site's context. These are:

- Location next to the Major Residential Access Road and a pedestrian/cycle link to ensure easy access by bus, car, bicycle and foot.
- Located near Nottingham Road, to maximise the accessibility for new and existing residents in the north of Melton Mowbray.
- Located in a prominent position to allow potential retail uses to benefit from passing trade, and to aid in wayfinding and legibility of the area.
- Located so that the local centre can be phased and delivered as needed to serve the new neighbourhood.

The location for the local centre fulfils these functions.



Figure 14.1: Location for the potential community, retail and/or health use.

14.2 DESIGN PARAMETERS AND REQUIREMENTS

Location

Located within the eastern part of the Site adjacent to the Major Residential Access Road.

Function

A hub of activity comprising potential retail, office, and/or health uses, to serve the new and existing residents.

Character

Landmark buildings presenting a strong and positive frontage, overlooking the Spine Street and Nottingham Road. The buildings should be designed to create a harmonious character within the local centre, although they may be of different heights and scales.

Requirements

The floorspace will be dictated by the proposed uses. Dedicated buildings for the various uses may be required.

Design Parameters

The following design parameters should be adhered to:

- Individual buildings may be required to accommodate some of the uses.
- Up to 2½ storey buildings designed as new local landmark – architectural treatment and use of materials to create visual stimulation and delight that distinguishes building from adjacent residential development.
- The various buildings have to appear similar in character, through the use of, for example, similar materials and detailing.
- Strong frontage overlooking the adjoining streets.
- Non-residential uses to be fully accessible.
- Public realm to be defined by change of materials and/or surfacing colour to mark importance of focal point.
- Benches and street furniture/landscaping to encourage positive use of the public realm.
- Refuse storage to rear of building, and service yards to be screened by new native hedgerow and tree planting. Deliveries to front of building acceptable as long as lay-by is provided.
- Cycle parking to be provided nearby in well-overlooked location for security purposes.
- Public car parking incorporated into public realm.
- Strong pedestrian and cycle links to provide direct connection to the wider development and existing settlement.

15. PRIMARY SCHOOL

15.1 LOCATIONAL CONSIDERATIONS

A number of considerations have influenced the location of the primary school, to serve its functional need and to ensure it responds to the Site's context. These are:

- Location next to the Major Residential Access Road and the main pedestrian and cycle links to ensure easy access by bus, car, bicycle and foot.
- The primary school meets the requirements of LCC's planning obligations policy in terms of the location of a primary school.
- Located in a prominent position that is easy to find, where the school building can act as a landmark and provide character to the new neighbourhood.
- Location adjacent to the primary green corridor ensures that the primary school's playing fields can form part of the open character along the watercourse.
- Located so that the primary school can be phased and delivered as needed to serve the new neighbourhood on the West Site.
- Located in a position where the topography is less steep, in order to accommodate the ground modelling required to accommodate the school playing fields.

The potential location for the primary school identified on the West Concept Masterplan fulfils these functions.

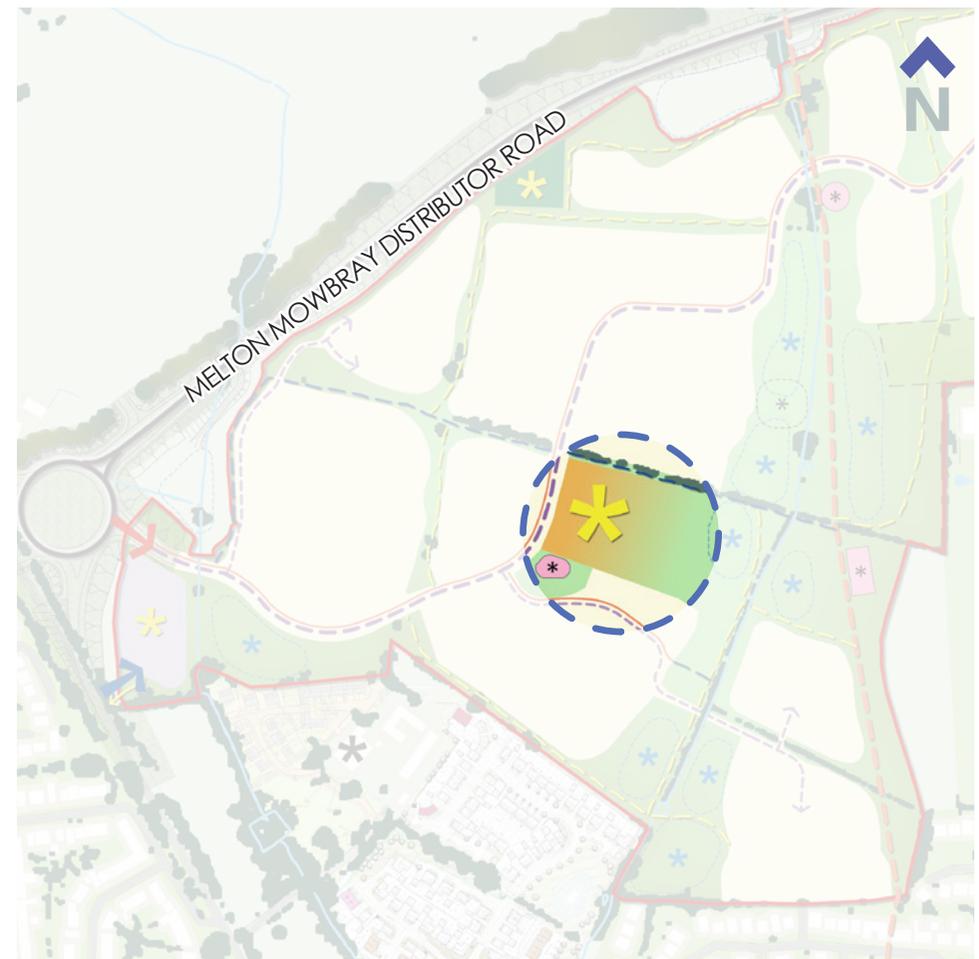


Figure 15.1: Location of the primary school.

15.2 DESIGN PARAMETERS AND REQUIREMENTS

Location

To the west of the primary green corridor, fronting the Major Residential Access Road.

Function

To provide a primary school that accords with the requirements of LCC, is deliverable, and serves the population of the new neighbourhood on the Site.

Character

Landmark building with a strong and positive frontage addressing the Spine Street.

Requirements

One form entry (210 place) primary school within a minimum 1.0 hectares of land.

Design Parameters

The following design parameters should be adhered to:

- To conform with LCC criteria for primary school site suitability contained within their Planning Obligations Policy (10 July 2019) document.
- Subject to detailed design considerations, primary school building located within western part of the school site.
- Principal access to be taken from Spine Street to coincide with subsequent phasing of development.

- Fully accessible school building.
- Primary school field and open space uses to be located within western parts of the school site.
- Additional pedestrian/cycle links to be provided from adjacent public open space corridors.
- Secure and sheltered cycle parking to be located near the school building's main entrance in prominent location with high levels for natural surveillance for security purposes.
- Materials palette to complement that of the wider neighbourhood. Opportunity exists for innovative use of contemporary architectural design and materials.
- Provide space for parents to drop off and pick up either within the school grounds or close to school, on the same side of the road as the school. The opportunity for some preventative measures for school parking in order to prevent/reduce congestion outside of the school, such as "kiss and drop" and "park and stride" should be considered.
- Provide room for coaches to access school to pick pupils up for trips, etc.
- New landscaping to be robust and include a considered mix of tree, hedgerow and shrub planting.
- Have adequate drainage to discharge surface water from the grassed playing field on the site.

16. GREEN INFRASTRUCTURE



Figure 16.1: Green Infrastructure Plan, West of Scaford Road.

16.1 INTRODUCTION

In accordance with Policy EN7 (Open Space, Sport and Recreation) of the Melton Local Plan, the new neighbourhood is to provide the open space typologies as shown below.

Policy EV7 sets out the space standards for each typology as follows:

Open Space Typology	Standard (ha/1000 population)	Min. requirements for POS provision for 690 proposed dwellings (ha)
Parks & Gardens	1.92	3.18
Natural & semi-natural greenspace	1.38	2.46
Amenity greenspace	0.77	1.28
Provision for children and young people	0.13	0.22
Allotments	0.38	0.63
Playing pitches	Requirement (ha/1000 population)	
Football pitches	0.41	0.68

The provision of these different open space typologies will mean that the new neighbourhood's residents will benefit from convenient access to outdoor recreation, proving health and wellbeing benefits for the community, together with a range of landscape and ecological benefits.

The West Concept Masterplan delivers approximately 11.38 hectares of green infrastructure in total across all open space typologies, which meets and exceeds the quantity standards set out by Policy EN7, as shown on the table below.

To help inform the green infrastructure proposals for the Site, the developers commissioned the preparation of an Open Space, Playing Fields and Allotment Review in December 2019. The relevant findings of this Review are referenced within this Chapter.

Open Space Typology	Min. requirements	Total GI Provided
Parks & Gardens	3.18	4.27
Natural & semi-natural greenspace	2.46	2.30
Amenity greenspace	1.28	4.26
Provision for children and young people	0.22	0.15*
Allotments	0.63	0.20*
Football pitches	0.68	0.00*
Total	8.26ha	11.38ha

* Any shortfall in POS provision is to be met with commuted sum for off-site provision.

16.2 PARKS & GARDENS

Location

The Primary Green Corridor is centrally located within the West Site, and incorporates public footpath E17. This part of the Site is to fulfil the function of a Park and Garden.

This area will provide the majority of the Parks and Gardens typology. Due to its central location within the West Site, it will be highly accessible with a number of new recreational routes connecting it with the wider Site to both the east and west. Public footpath E17 will also provides link to the south and north of the development.

Function

The new park will also provide a place for residents and visitors alike to relax for informal recreational activities such as exercise, dog walking or to catch up with friends, together with opportunities for interaction with wildlife and the natural environment. I will also contain drainage features and play areas.

Character

The park will reflect its valley location, with new drainage basins and marginal vegetation incorporated. New landscaping will supplement the existing vegetation to create a semi-formal character.

Design Parameters

The following design parameters should be adhered to:

- Existing vegetation to be retained, save where removal is required to facilitate access. Any loss of vegetation to be mitigated with new tree and hedgerow planting.
- New native woodland, thicket, tree and hedgerow planting to be incorporated, such as adjacent to John Ferneley College.
- Areas of amenity grassland will be provided to encourage passive recreation. Areas of species rich wildflower will also be created to provide seasonal interest and to increase species diversity and habitat cover.
- New surfacing to improve the public footpath where it passes through the park.
- Combined 3.0m wide footway/cycleway will be provided alongside the westbound carriageway of the Spine Street.
- 1.8m wide footways will meander through the park, connecting the various streets and John Ferneley College.
- Street furniture to include benches and picnic tables.
- Signage to help visitors and residents alike successfully navigate through the Site.
- Litter bins and dog waste bins provided at main entrance points
- Cycle parking adjacent to picnic areas in prominent location with natural surveillance for security. Natural surveillance can be from Spine Street or nearby recreational routes.
- Sustainable drainage in the valley along the park to be landscaped to provide focal point and reflect the park's overall character.
- Regular maintenance regime to provide a high-quality amenity space.

16.3 NATURAL & SEMI-NATURAL GREENSPACE

Location

Mostly located in the south of the West Site.

Function

To provide natural and semi natural green spaces that retain and incorporate existing features such as hedgerows, trees and ditches, together with new area of woodland, thicket, tree and hedgerow planting to assist in delivering a range of landscape and wildlife benefits and enhancements.

Areas within the south of the West Site will form part of the larger Primary Green Corridor, with new landscaping assisting to reinforce the existing Site boundaries.

Will incorporate new routes for walking and cycling as part of the new neighbourhood's wider network of traffic-free recreational routes.

Character

A rich mixture of new landscaping, including swathes of species rich meadow and aquatic and marginal habitat to create attractive backdrops to the neighbourhood's new homes.



Design Parameters:

The following design parameters should be adhered to:

- New native woodland, thicket, tree and hedgerow planting.
- These open space areas will include new native planting throughout, including swathes of species rich meadow to increase species diversity and habitat cover.
- SuDS features present opportunity for aquatic and marginal habitat creation.
- Sensitive lighting design to avoid negative impacts on wildlife.
- Recreational access to these areas will be achieved through considered provision of cycle and pedestrian routes.
- Signage to help visitors and residents alike successfully navigate through the Site.
- Interpretation boards will be provided to describe the ecology and habitats present.
- Timber benches will be sensitively incorporated in places to encourage passive enjoyment of the natural and semi-natural areas.

16.4 AMENITY GREENSPACE

Location

The Amenity Greenspace will be located along the open space corridors, some of which will incorporate existing hedgerows.

Function

To provide high-quality, multi-functional spaces. The amenity greenspaces will accommodate the required buffers around the LEAPs, which will afford an attractive, well-landscaped setting and outlook for the adjacent dwellings overlooking these spaces.

Character

Well-landscaped green spaces, often containing a new play area providing a community focal of activity which inherently will become spaces for residents to meet.



Design Parameters:

The following design parameters should be adhered to:

- Existing vegetation to be retained and enhanced with new landscaping. Any loss of vegetation where removal is required to facilitate access to be mitigated with new tree and hedgerow planting.
- Areas of amenity grassland will be provided to encourage passive recreation. Areas of species rich wildflower will also be created to provide seasonal interest and to increase species diversity and habitat cover.
- New 2.0m wide pedestrian and cycle routes will pass through these areas.
- Street furniture to include benches and picnic tables. Picnic tables located close to new play areas.
- Litter bins and dog waste bins provided at main entrance points to these spaces.
- Cycle parking adjacent to picnic areas in prominent locations with natural surveillance for security. Natural surveillance can be from nearby streets, nearby recreational routes or adjacent homes.
- Regular maintenance regime to provide a high-quality amenity space.
- Signage to help visitors and residents alike successfully navigate through the Site.
- The base of hedgerows will be retained as rough grassland or sown with species rich wildflower grassland to create interest and to provide areas of new habitat. In areas adjacent to new housing, and where space permits, pockets of amenity grassland will provide opportunities for more active recreation, such as informal play and exercise.

16.5 PROVISION FOR CHILDREN AND YOUNG PEOPLE

Location

2 no. LEAPs located equally throughout the West Site to maximise accessibility from the new homes. LAPs to be dispersed flexibly through the West Site in combination with Amenity Green Space. Exact location and provision of LAPs to be determined on an application-by-application basis at the Reserved Matters stage.

A MUGA is to be provided within the east of the West Site, adjacent to the John Ferneley College and public footpath E17, as it provides optimal location with regards to accessibility from the school and the proposed new dwellings.

Note: MUGA = Multi-Use Games Area

LEAP = Local Equipped Area for Play

LAP = Local Area for Play

Function

To provide a variety of play opportunities and experiences that cater for children and young people.

Character

Natural play space using timber, play equipment and natural features that spill out seamlessly into the new areas of green infrastructure.



Design Parameters:

The following design parameters should be adhered to:

- On-site play provision located adjacent to a recreational route with natural surveillance and overlooking from dwellings.
- Well-drained, reasonably flat site surfaced with grass or a hard surface, along with appropriate surfacing for play equipment or structures.
- MUGA to be minimum 40m x 20m in size and suitably fenced. Buffer zone of 30m minimum depth separating activity zone and the boundary of the nearest residential properties.
- LEAPs to have a minimum activity zone of 400m². Buffer zone of 20m between activity zone and nearest habitable room façade of nearest dwellings.
- LAPs to have a minimum activity zone of 100m². 5m minimum separation between activity zone and the boundary of nearest dwellings.
- Play areas to provide stimulating, challenging play experiences and be designed to offer disabled children the same play opportunities as other children.
- Adequate space for active play.
- Boundary to play for children below 8 years to be fully enclosed with appropriate play fencing.
- Other boundaries to be recognisable by landscaping or fencing if necessary, for safety and to define boundaries.
- Seating, picnic tables and litter bins to be provided.
- Convenient and secure parking facilities for bikes.

16.6 ALLOTMENTS

Location

Located in the northern part of the West Site between the proposed new housing to the south and east, and the NEMMDR to the north.

Function

To provide space for the growing of fruit and vegetables offering new residents the opportunity to pursue a more active lifestyle goals for exercise and fitness through gardening.

To support the building of a community spirit and to build upon Melton Mowbray's identity as the 'Rural Capital of Food'.

Character

A semi-rural, domestic garden feel, laid out in a formalised structure and layout, which allows tenants to grow a wide range of produce.



Design Parameters

The following design parameters should be adhered to:

- Vehicular access to allotments to be provided with parking for a small number of cars near allotment entrance.
- Allotments to be laid out with ½ plot units, set out in a formal grid layout, so that a higher volume of holders can be accommodated.
- Pedestrian circulation within allotments to be to 3.0m wide central path with 1.2m wide secondary paths. Vehicle traffic to be limited to allotment entrance only.
- Timber post and rail fence or native hedgerow to site boundaries.
- New native vegetation to be incorporated to the north of the allotments, as a buffer to the NEMMDR.

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17. DELIVERY AND PHASING

17.1 BACKGROUND

A key objective of this Masterplan document is to enable the delivery of a key development site within the Melton Local Plan. In order to achieve this objective, deliverability has been considered at every stage of the preparation of this document. This chapter, therefore, sets out a phasing and delivery strategy to ensure the proposals for the West Site are deliverable and achievable within the Local Plan timescales and policy framework.

The key criteria taken into account for ascertaining the phasing and delivery of the West Site is as follows:

- General compliance with Local Plan Policy SS5 and other relevant policies and objectives of the Local Plan.
- Land ownership.
- The timing of delivery of key community facilities.
- Timing of physical infrastructure, particularly in relation to access, the principal street network and drainage.
- Viability.

A site of this size will be delivered over a number of years and, therefore, the following phasing and deliverability strategy may need to be reviewed and updated in the future as a consequence of any unforeseen circumstance, such as for example changing market conditions. Any changes to the strategy must be agreed in writing by MBC.

17.2 PRINCIPLES FOR DEVELOPER CONTRIBUTIONS

The key principles for developer contributions are identified below, the details of which will be part of the future planning applications and relevant Section 106 agreements:

- Planning applications for each land parcel are expected to accommodate the required infrastructure within the development and in accordance with the Masterplan and Phasing Plan.
- All financial contributions are to be in accordance with the S106 for both parts of the West Site.
- The primary school site will be transferred to the LEA in accordance with the S106.

17.3 PHASING AND TIMESCALES

This Masterplan document will form a key material consideration for future planning decisions. This document and the delivery mechanism this chapter outlines, provide the guiding principles for these next steps.

MBC will work with all developers to bring forward the delivery of each land parcel in accordance with the approved Masterplan document. This could be concurrent and parallel or linear, depending on the commercial strategy of the developers and market conditions.

The West Phasing Plan (Figure 17.1) has been prepared to illustrate the phasing of the West Site. Phase 1 will commence within both the western and eastern parts of the West Site. To the west, development will be served off a temporary access road off Nottingham Road, in advance of the construction/completion of the NEMMDR. The residential development on the LCC land will be brought forward in a single phase. The primary school site will be transferred to the LEA, cleared and serviced, at 10% occupation of the proposed dwellings on the LCC development. The Local Centre will be delivered towards the end of Phase 1, prior the occupation of the 200th dwelling. The western part of the Spine Street connection between the LCC land and the Richborough Estates land, will be provided before the 250th dwelling is occupied.

To the east, the first phase of development on the Bloor Homes land will be served by the new roundabout on Scalford Road. Phase 1 will deliver 159 dwellings, the Spine Street within the Bloor Homes land, and part of the Primary Green Corridor. The land for the expansion of the John Ferneley College will also be handed over to the LEA in Phase 1.

Phase 2 on the Bloor Homes land will deliver the remainder of the dwellings and the open space, as well as the allotments.

The anticipated phasing of the residential development parcels is as follows:

- **Phase 1:** 450 dwelling (± 20 dwellings)
- **Phase 2:** 150 dwellings (± 20 dwellings)

It is envisaged that development on the Site will commence by 2022 and take place over the period to 2030.

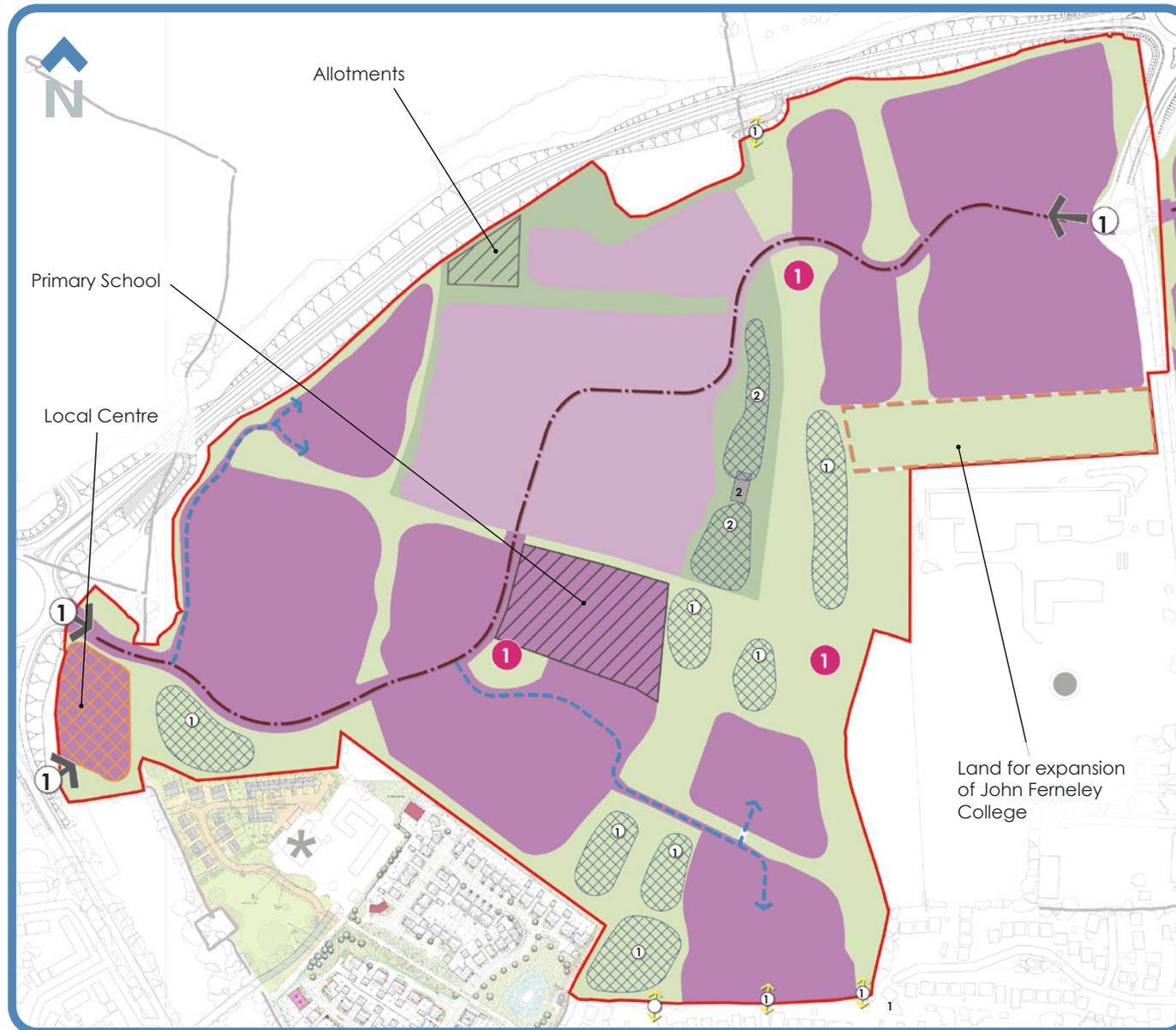


Figure 17.1: Phasing Plan for the MNSN West of Scaford Road.

Phase 1: 2022/23 - 2027/28



Residential: **14.96ha**



Primary School: **1ha**



Local Centre



Potential expansion of John Ferneley College



Children's play provision & green infrastructure:

- 2x LEAP/LAP
- 1x MUGA



Vehicular access point including pedestrian access

- Nottingham Road (temporary)
- Nottingham Road (permanent)
- Scalford Road



Spine Street



Secondary Street



Pedestrian connections only



Sustainable Drainage Basins: **1.65ha**



Pumping Station **0.03ha**

Phase 2: 2029 - 2030



Residential: **5.10ha**



Allotments: **0.20ha**



Green Infrastructure



Sustainable Drainage Basins: **0.47ha**

CSA
environmental